



Tourer models are characterised by folding windscreens, fine leather upholstery, and side curtains which may be left in an upright position, with hood down, to serve as windbreaks. Curtain compartments are located directly back of the rear seat backs.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/3 9/16.

No. 27,958 HONG KONG, THURSDAY, NOVEMBER 19, 1931. PRICE \$3.00 Per Month.

LEAGUE NO WISER

Paris, Yesterday.

The proceedings of the Council to-day, when Mr. Yoshizawa replied to questions in regard to treaties, were the slowest so far held, because Mr. Yoshizawa spoke in Japanese which had to be translated into English and French.

The impression gathered in League circles is that the Council did not feel very much wiser at the end of the ordeal.

Mr. Yoshizawa remained with the Council for 105 minutes. He made no speech. It is understood he is reserving his speech for the public sitting which may be held to-morrow.

More Serious Situation.

Dr. Sze left the Quai D'Orsay a few minutes before 8 o'clock to-night, and the meeting of the Council ended ten minutes or so later.

Dr. Sze spoke for an hour.

After leaving the Quai D'Orsay, he said the various questions put to him by the Council he understood to be in regard to the application of treaties.

When Dr. Sze was received by the Council, he informed them that the situation in Manchuria had become very much more serious.

Far From A Settlement.

The upshot of to-day's meeting is that we are still very far from a settlement. Apart from technical difficulties, and the wide gap between the Chinese and Japanese theses the Council has also to keep step with General Dawes with whom collaboration is close and complete. The most striking feature of to-day's proceedings was the proposal made by the Japanese delegation that a commission of enquiry should be despatched to Manchuria, subject to the acceptance of the five points. It is pointed out, concerning these, that the Japanese intend to adhere to their original demands.

Mr. Yoshizawa to Explain.

Mr. Yoshizawa is going to make a complete historique of the events leading up to the present situation in Manchuria, especially showing the reasons why Japan must insist on the binding recognition of China's obligation in respect of treaties between China and Japan concerning Manchuria.

Chinese Communiqué.

A Chinese communication, circulated through the League Secretariat to-day, refers to the alleged kidnapping of ex-Emperor Pu Yi and his escort by the Japanese to Mukden and states that the National Government has already declared to the League and friendly Governments that it will not recognise definite institutions established in subversion of Chinese administrative and integrity in the North Eastern Provinces occupied by Japanese troops.

Another Secret Meeting.

There is to be another secret meeting to-morrow morning.

U.S. Attitude Unchanged.

Washington, Yesterday. An emphatic denial, that the United States Government has changed its attitude to the Manchurian dispute, has been issued by Mr. Stimson.

Commoners and the Ex-Emperor.

London, Yesterday.

The question of the ex-Emperor of China was raised in the House of Commons to-day. Captain Eden, replying, said that reports had been received indicating that the ex-Emperor had proceeded from Tientsin to Mukden, but he was unable to confirm their accuracy, or state whether any attempt was being made to establish an independent government in Manchuria.—Reuter.

LOCAL SHARE MARKET.

Steady to Firm This Morning.

BUYERS PREDOMINATE.

The official summary issued by the Stock Exchange on November 19 states:

The market opened steady to firm this morning, buyers predominating.

Sales Reported.

Unions at \$430.

Underwriters at \$470.

Wharves at \$151.

Hotels (old) \$14.90.

Humphreys (new) \$17.74.

Trams at \$21 and \$21.4.

Ropes at \$17.

Dairy Farms at \$28.5.

Constructions (new) at \$2.

Byers.

Banks at \$1,575.

Unions at \$430.

Underwriters at \$470.

Raubs at \$42.5.

Providents (old) at \$5.10.

Providents (new) at \$2.45.

Hotels (old) \$15.

Hotels (new) at \$14.5.

H.K. Lands at \$80.

Humphreys (old) \$17.74.

Ewos at \$16.5.

Trams at \$21.

Star Ferrars at \$91.

Star Electrics at \$75.5.

Telephones (part paid) at \$26.

Ropes at \$16.90.

Dairy Farms at \$28.5.

H.K. Government Loan at \$200.

Sellers.

Venezuelan Goldfields at \$2.5.

H.K. Realties at \$12.

Ewos at \$15.5.

China Lights at \$27.5.

Constructions (new) at \$2.40.

TSANG FOO VILLA MURDER TRIAL.

The Tsang Foo Villa murder trial was resumed before the Chief Justice (Sir Joseph Kemp, K.C.) this morning.

Medical Officer's Evidence.

Dr. K. H. Uttley, Medical Officer in charge of the Kowloon Mortuary, gave details in respect of two postmortems held on the bodies of two Japanese, a man and a woman. The causes of death, he said, were shock and hemorrhage following multiple injuries.

Replies to Mr. Whyte-Smith, Dr. Uttley said, in his opinion, the wounds had been inflicted by some sharp instrument. He could not draw any conclusion as to what caused the bruises.

Describing the external injuries on the body of the man, Dr. Uttley said the body bore numerous marks of violence. He went on to specify these and expressed an opinion as to how and with what they may have been caused.

Replies to Crown Counsel, witness said the rupture of the kidney and spleen was probably due either to a kick or a blow.

Carpenter's Evidence.

Yotaro Itoke, a carpenter, gave evidence of the events which led up to the attack. He described how he and a lady friend, Miss Yoshi, managed to escape into the adjoining house by way of the summer house. It had been witness's intention to inform the Police, but their attempt to leave the villa was cut off by the angry mob.

The case is proceeding.

£62 FOR A PENNY.

A Eustace Fitzjohn penny, a very small coin of the twelfth century, was sold at Glendinning's, London, last month, for £62. Eustace was an adherent of the Empress Matilda. In 1185 he joined David of Scotland and fought for him at the Battle of the Standard. Later he made a truce with Stephen.

STOLEN JAPANESE PROPERTY.

Two Chinese Sent to Jail.

MAN AND WOMAN FREED.

Two of four accused, charged before the Puisne Judge (Mr. R. E. Lindsell) at the Assizes, in connection with a robbery at 567, Nathan Road, Kowloon, on September 17, were sentenced this morning. One of the accused, Wong Wah, admitted having taken part in the robbery. The other three, two men, Mok Kam and Ng Kau, and a woman, Luk Fuk, pleaded "not guilty" to charges of receiving stolen property.

A Long Story.

Mok Kam, charged with receiving a rain coat and three pieces of clothing which he pawned, bluffed a man; Ah Kau (surname Khoo), and proceeded to tell a long story to the effect that Ah Kau owed him \$1.30, and when asked for the return of the money gave him the clothing to pawn saying that they belonged to a student friend of his who was ill and in need of money. He (Mok Kam), believing Ah Kau pawned the things at a pawnshop at which he was known, giving his own name. He raised \$15 on the things and gave the money to Ah Kau who then paid him the \$1.30 owing to him. Then Ah Kau wanted him to pawn a gramophone and 30 records, but, suspecting him, he refused. However, at the urgent request of Ah Kau he got the woman (Luk Fuk) to pawn them.

Ng Kau charged with receiving a clock and a camera, blamed the first accused, Wong Wah, saying that the latter hid the things, without his knowledge, in a firewood basket beneath his bed.

He called Wong Wah as a witness, and the latter corroborated this statement, saying the only things he took away at the robbery were a watch, a clock, and a camera. The watch he kept, and the clock and camera he hid in Mok Kam's wood basket.

The woman, charged with receiving a gramophone and 30 records, said she pawned them at the request of Mok Kam. She got \$20 for the things and handed the money over to Mok Kam who in turn gave it to another man.

Charge to Jury.

In his charge to the jury, his Lordship said it was not sufficient for them to believe that the prisoners must have suspected that the things were stolen; they must be satisfied that they actually knew they were stolen property.

The jury retired and on returning to Court gave the following verdicts:

With regard to Mok Kam, a unanimous verdict of "guilty."

With regard to Ng Kau, a 4 to 3 verdict of "not guilty."

With regard to Luk Fuk, a unanimous verdict of "not guilty."

In discharging the woman, Luk Fuk, his Lordship said that the jury were quite right in their verdict, but, he said, the accused ought to have been suspicious about the affairs, and concluded with the caution, "Let this be a lesson to you."

His Lordship then told the jury that their 4 to 3 verdict, with regard to Ng Kau, was not a verdict, and requested them to retire again and try to bring in a 5 to 2 verdict one way or the other.

During the jury's absence, his Lordship passed sentence of three years' hard labour on the first accused taking part in the robbery.

NEWS TABLOIDS.

THE ANTI-DUMPING BILL.

Shelter for British Industry.

NOT TAXATION.

Rugby, Yesterday. The second reading of the Abnormal Importations Customs Duties Bill was moved in the House of Commons to-night by the Parliamentary Secretary of the Board of Trade, Major Hore Belisha, who answered Opposition arguments on constitutional grounds against the emergency powers conferred by the measure with a statement that it was not introduced for the purpose of taxation but to keep goods out. Any taxes levied

would be in the nature of fines or compensations exacted at ports. The Bill was intended to shelter those engaged in British industry from sporadic and irregular importations.

The remaining stages of the Bill will be taken to-morrow. It is understood that machinery for giving effect to the Bill, set up by the Board of Trade, is ready to be put into operation at the shortest notice.—British Wireless Service.

FRENCH-GERMAN CONVERSATIONS.

Rugby, Yesterday. In the House of Commons in answer to a question, the Under-Secretary for Foreign Affairs, Captain Eden, stated that the present negotiations between the French and German Governments were understood to relate solely to the question of procedure, namely how to adopt to present circumstances the provision in the Young Plan for a special advisory committee to enquire into Germany's financial position.—British Wireless Service.

INDIAN ROUND TABLE CONFERENCE.

Rugby, Yesterday. The procedure to be adopted during the remaining stages of the Indian Round Table Conference was to-day announced by Lord Sankey who presided at the meeting of the Federal Structure Committee.

Following a long interchange of views this morning discussion of reserved subjects is to be proceeded with, and at its conclusion Lord Sankey will draft the report on Army and External Relations, Commercial Discrimination and Finance to be submitted to the Committee before being sent on to the Plenary Conference for consideration. Meanwhile, the date of the Plenary Session cannot be fixed.

As a considerable section of the Committee has reserved its opinion on these subjects, the Chairman said, he was placed in a position of some difficulty in preparing the report which could not be framed in full detail.

The afternoon session was devoted to discussion of Commercial Discrimination.

The debate was opened by Mr. Bentall.—British Wireless Service.

BRITISH HONDURAS'S NEW GOVERNOR.

Rugby, Yesterday. The King has been pleased to appoint Sir Harold Kittermaster to be Governor and Commander-in-Chief of British Honduras in succession to Sir John Burdon.

Sir Harold, since 1926, has been Governor of Somaliland.—British Wireless Service.

OVERSEAS TRADE

Rugby, Yesterday.

AEROPLANE ATTACKS MOSQUITOES.

Dusting Calcutta Breeding Places.

DEMONSTRATION FLIGHT.

An aeroplane is to play a principal part in Calcutta's fight against the mosquito menace. The plane will be used in dusting breeding places of mosquitoes with Paris Green.

The experiment has been carried out with success in some parts of the United States of America and in Italy and it is now going to be tried for the first time in India.

As a preliminary to a regular air campaign of this kind, a demonstration has been held in Majherat, about three miles from Calcutta, when an aeroplane flew over a vast stretch of land spraying it with Paris Green.

The plane which took off from Dum Dum Aerodrome was piloted by Mr. Moyleen, who had been busy for some time past remodelling the machine.

The demonstration was watched among others by Mr. E. M. Rice, Colonel Martin Leake, Dr. R. Senior White, and Dr. R. M. Bradley.

Speaking about this campaign against Anopheles Ludlowi in the Alipore area, Dr. Bradley said that the work was being carried out by the Garden Research Anti-Malaria Association. Special funds were being provided by Messrs. Mackinnon Mackenzie and Company and the Port Commissioners to protect shipping in the port.

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The number of workpeople employed was 818,718 and the total man shifts worked was 48,140,287, the output per man shift worked being 21.44 cwt. There were 8,087,8

MOTORISTS THIS IS YOUR PAGE

FRANCE IN LEAD.

Automobile Registration in 1930.

For the first time in the history of the amazing development of automobile usage, France, in 1930, assumed the crown for the largest increase in motor vehicle circulation, displacing the United States. In 1930, France registered an addition to circulation of 178,000 cars in contrast with only 126,094 in the United States. In a comparison of percentage increases, the achievement of France stands out even more emphatically with a 13.5 per cent. rise recorded as against 4.5 per cent. for the United States.

The dozen countries of the world leading all others in new motor car registrations at the close of 1930 are as follows:

New Car Registrations.

France	178,000
United States	126,100
Great Britain	83,700
Germany	49,700
Canada	45,600
Italy	28,000
Argentina	21,700
Belgium	17,700
Holland	17,000
New Zealand	16,000
South Africa	14,600
Sweden	14,300

There is one car in France for every 28 persons, a record for Europe. The United States has one car for every 4.6 persons.

Canada and New Zealand have 7.5 and Australia 10.

In total automobile registration, France ranks slightly behind Great Britain. French circulation gained 95,000 over English 1930 and needs only to surpass the latter by 58,000 in 1931 to reach a higher total enrollment of motor vehicles.

The five countries with largest circulation are:

Jan. 1931.	
United States	26,691,000
Great Britain	1,558,000
France	1,500,000
Canada	1,215,000
Germany	659,000

The sharp tariff rise on automobiles passed by the French Parliament is taking severe toll on the foreign business done in that country. Production in France has fallen off about 20 per cent. on the last year.

SOMETHING NEW IN PUNISHMENT.

Bish Gee, a coloured boy who was held up for reckless driving recently got a new kind of sentence from the Judge. Detroiters are accustomed to a wide variety of punishments meted out for violation of traffic laws but one Judge in the Motor City set a new precedent. The boy was sentenced to six months' probation with the understanding that each month he must have a brake inspection to satisfy the Court as to that safety factor.

NEW PLYMOUTH.

Combination of Many Features.

The sensational smooth acceleration, speed and roadability of the new Plymouth recently introduced to an enthusiastic public, is attributed to a combination of many features never before found in a car in the low-cost price field, according to the local Plymouth distributor.

In addition to Floating Power, Chrysler Motors' engineers' most revolutionary development, the new and perfected Plymouth Free Wheeling unit, Easy-Shift transmission; mechanical and vacuum controlled spark; both automatic; double-drop frame and all-steel body; there is the low car weight per cubic inch piston displacement and the high power output per cubic inch, which play an important part in Plymouth's remarkable get-away, acceleration and top speed, according to the engineers.

Floating Power completely removes that stumbling block of four-cylinder design since the beginning of the industry — vibration. Free Wheeling adds to the pleasure of motoring and effects decided saving in gas and oil and materially reduces engine wear. Easy-Shift transmission permits quick shift from first to second at speeds up to 30 miles per hour and from second to high

and back from high to second at speeds up to 50 miles per hour. The smooth yet powerful 56-horsepower silver-dome engine pulls the car buoyantly along at speeds of 70 miles per hour and greater.

The ratio of Plymouth car weight to cubic inch displacement and of power to cubic inch displacement conforms more nearly to the standards and present American Automobile Association regulations for racing cars, which demand such a ratio to provide maximum safety with maximum performance for this fastest class of cars in the world. It is this kind of a weight and power ratio which the new Plymouth has, according to the few remaining surprises left for the Motor Show.

It represents a motor-car salesman's dream — the type of a motor-car he would like to sell. It will be called the "S.S." The chassis and engine, which is rated at sixteen horse-power, have been made by the Standard

DREAM CAR.

Designed By 22 Salesmen.

At Coventry, writes Harold Pemberton in the Daily Express, I have seen a new motor-car for 1932 that has virtually been designed by 22 salesmen. It is a remarkable motor-car in many ways, and will provide one of the few remaining surprises left for the Motor Show.

It represents a motor-car salesman's dream — the type of a motor-car he would like to sell. It will be called the "S.S." The chassis and engine, which is rated at sixteen horse-power, have been made by the Standard

Many other salesmen's ideas are incorporated. They voted for a bright colour scheme. The wood paneling interior matches the bodywork. The car I saw was green externally, and the dashboard was of green wood, beautifully engraved. It remains to be seen if the salesmen's dream is the public dream.

CROSSES CONTINENT.

To complete a cross continent journey of 4,566 miles without a mishap of any kind and minus even tyre trouble is the achievement of Horace Kennedy, former chief of Halifax detectives, who drove a Chevrolet sedan from California to Halifax. He changed the oil and had the car greased every 1,000 miles but never had to add to the oil. The result of the Chevrolet's remarkable mechanical performance on such a long journey was that Mr. Kennedy arrived fresh and untried at the end of his continental trip.

ANOTHER USE FOR TYRES.

Fastidious British gardeners equip their wheel-barrow with balloon tyres to protect the lawns. Wheel-barrow so equipped also roll more easily and can be more heavily loaded.

These vessels were built on the Clyde and one on the Tyne. The total dead-weight tonnage is 86,228.

MOBIL-OIL.

Wandsworth Works of Vacuum Oil Co.

The Vacuum Oil Company's plant at Wandsworth and at Birkenhead are said to employ more British workers than any other in Great Britain handling high-grade lubricating oils and greases exclusively.

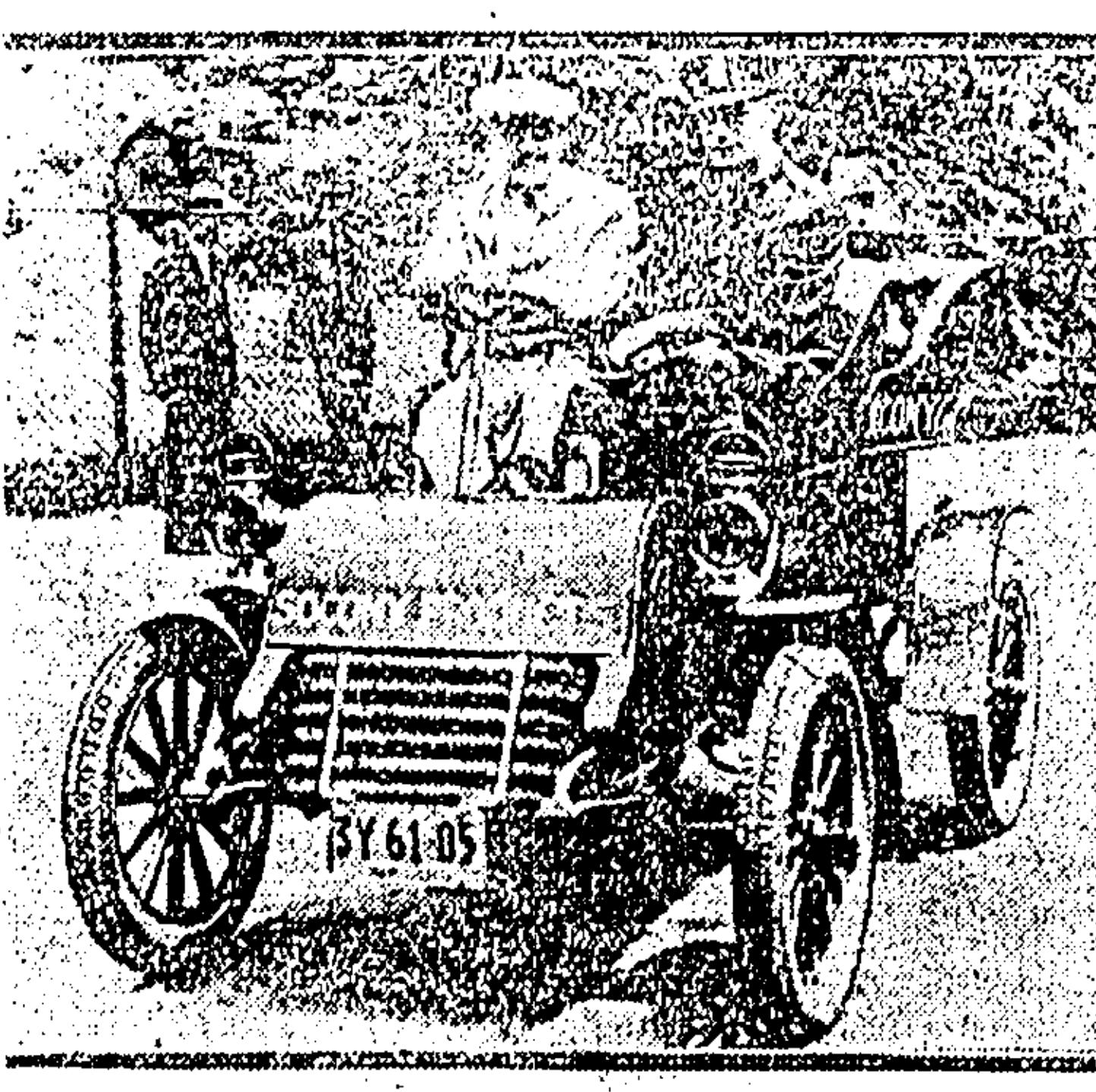
At Wandsworth the storage tank capacity reaches 64,000 barrels. A power house in which will be installed two alternators, each of 60 K.V.A. driven by two 75 h.p. Brottell-Lindley high speed steam engine is in course of erection.

The production of greases at Birkenhead embraces all stages of manufacture. None of the greases are imported. Practically all of the steel and wood barrels and all drums and tins used by the company are of British manufacture. The company's bulk storage tanks, of which there are large numbers at Birkenhead and Wandsworth of a total capacity of approximately 233,000 barrels, are of British construction.

The company owns and operates eight railway tank wagons and a fleet of 32 motor lorries, 100 vans and many cars, all of which are of British manufacture. The company also owns nine British-built tank steamers flying the British flag and officered by British seamen. Eight of

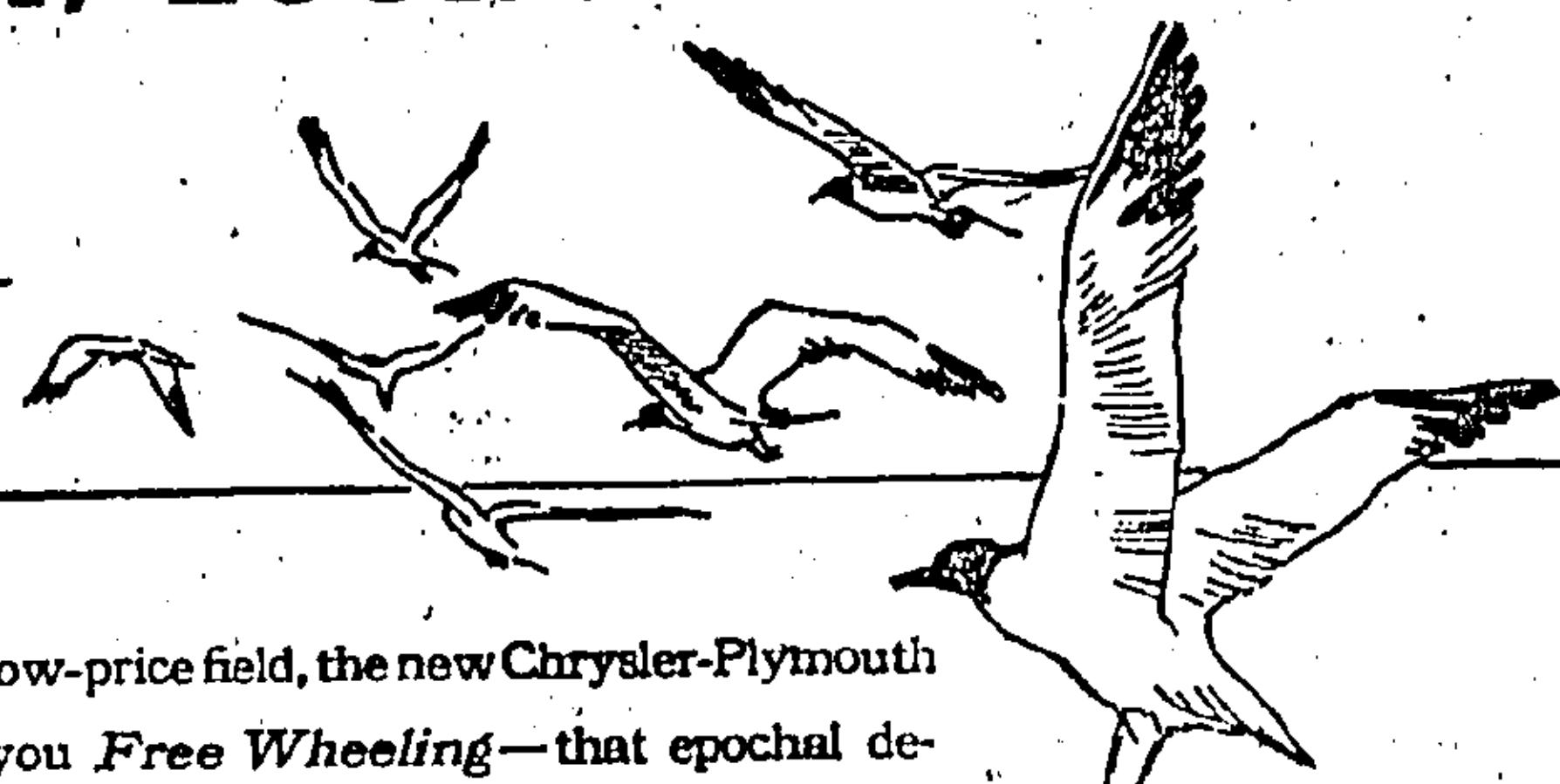
(Continued in preceding Column.)

AND STILL GOING!

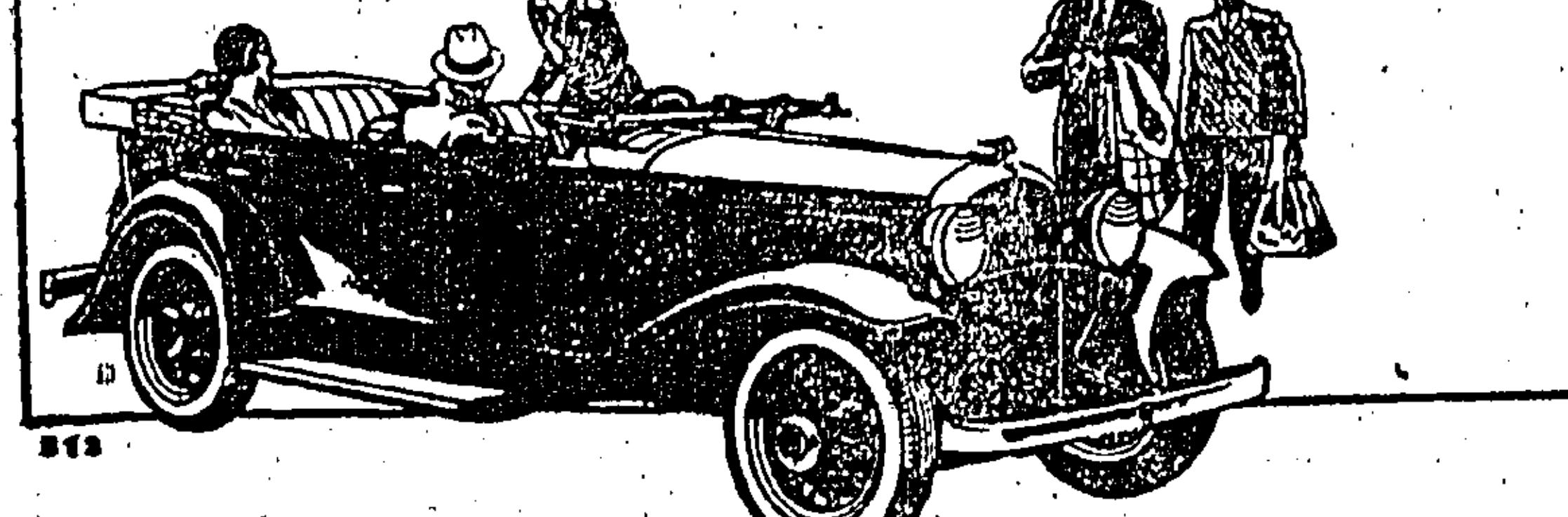


Turning the clock back twenty-eight years—Frank Merrill takes his test for a driver's license in Central Park, New York City, prior to starting on a 5,000-mile tour in a 1903 Cadillac which is still in excellent condition.

FREE WHEELING EASY, ECONOMICAL DRIVING



In the low-price field, the new Chrysler-Plymouth gives you Free Wheeling—that epochal development in smooth, easy driving and economy. With Chrysler-Plymouth Free Wheeling you can shift gears between all forward speeds without using the clutch. With Chrysler-Plymouth Free Wheeling you can save 12 to 20% on fuel and oil and 20 to 40% in engine wear.



FLOATING POWER EASY-SHIFT TRANSMISSION HYDRAULIC INTERNAL EXPANDING WEATHERPROOF BRAKES 56-HORSEPOWER ENGINE SAFETY-STEEL BODIES HYDRAULIC SHOCK ABSORBERS DOUBLE-DROP FRAME

PLYMOUTH

THE SMOOTHNESS OF AN EIGHT • THE ECONOMY OF A FOUR

CARS ARE NOW ON DISPLAY

THE NATIONAL MOTOR CAR CO.

(SOUTH CHINA MOTOR CAR CO. Proprietors),

Tel. 25644.

38, DES VOEUX ROAD C. Tel. 25644.

NEW AUTOMOTIVE ORGANIZATION.

Canadian Automotive Chamber of Commerce is the new name of the association of automobile manufacturers formerly known as the Canadian Auto Manufacturers and Export Association. The function of this association parallels closely that of the National Automobile Chamber of Commerce in the U.S.A. and it was felt that the adoption of a new name would be more descriptive of the association's activities, according to a statement recently issued. Most of the larger automobile manufacturers of Canada are members.

A SKID.

How To Get Out Of It.

A skid may be corrected by turning your front wheels into the direction in which the skid has taken place. In other words, if your car has swung out to the right, turn your steering over to the right.

Never over-correct the skid or wrench the wheel round violently.

Never apply your brakes. Always take your foot off the accelerator immediately the skid becomes manifest.

Do not declutch.

WOMEN BUY HALF OF ALL CARS SOLD.

Surveys show that women buy about half the motor cars sold, drive them more than half the time and buy from one-third to one-half the gasoline, oil and service. There are more than 10,000,000 women drivers to-day and they actually own and operate 3,500,000 cars. The figure of 10,000,000 women is based on an average of 1.75 drivers for each of the 20,000,000 cars in operation and is a conservative estimate.

Motor Co., of Coventry, for the Swallow Coach Building Co.

Some time ago the leading salesmen of Henly's, Ltd., the motor-car distributors, were summoned to a conference. They were asked to state their ideas of the sort of motor-car they could most easily sell if they were given the opportunity. The "S.S." which I saw unveiled to-day in preparation for its departure to Olympia, is the result.

The salesmen were unanimous on one point: appearance is the best selling point in these days. "Give us a motor-car with a £1,000 look, but which costs £300, and life will be easy!" The new "S.S." costs £310. Whether it really has a £1,000 look or not visitors to Olympia will be able to judge. It certainly has an expensive appearance.

"What do customers imagine to be a good-looking car?" was the next question asked. The answer was: "A car that is low in build, looks slim like a young woman, has a long body, and generally looks rakish."

Armchair Seat.

The new motor-car is certainly the lowest-built British car I have ever seen. Two short people can shake hands over the top, and there is ample head-room within. It is so low that footboards have been done away with.

With the sliding roof open, a short man can look down on the seats. This result is brought about by having an under-slung chassis and by placing the springs outside the chassis frame. The driving seat was also the suggestion of a salesman. It is almost an exact copy of the luxurious armchair in the board-room of Henly's occupied by the chairman, Mr. Frank Hough. "Why not put that armchair into a car?" said a salesman. So there it is.

The driver lounges back in an armchair, the steering wheel is almost in his lap, and the gear lever, by an ingenious extension, is almost where the left hand rests. The steering wheel comes below the level of the windscreen, so that vision is almost perfect.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56281.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

NOTES AND NEWS.

Four of the bulkiest men in a Coventry motor-car factory were sent for one day last year and seated on chairs in two ranks with comfortable spaces between them. While the right-hand man of the front rank was told to assume the attitude of a man at the steering-wheel, the others were told to loll in comfort as though passengers in the most comfortable car in the world. Then a motor-car manufacturer, with the aid of his blueprint experts and his body designer, built round them a big baby motor-car body placing it on a small chassis, which carried a small engine.

* * *

The results of this novel method of producing a light car with big-car features were seen at the twenty-fourth Paris Motor Exhibition. Its sponsors are those two remarkable young men who in a very few years have built up a great export trade for British motor-cars and stemmed the American invasion of British Dominions—Reggie and Billy Rootes. They brought over to the French capital a car which could not fail to make a stir in Continental markets. It will be sold at 27,000 francs (now about £270), a price which was fixed before the change in the value of the pound, and which is distinctly lower than that of any car in its class to be shown.

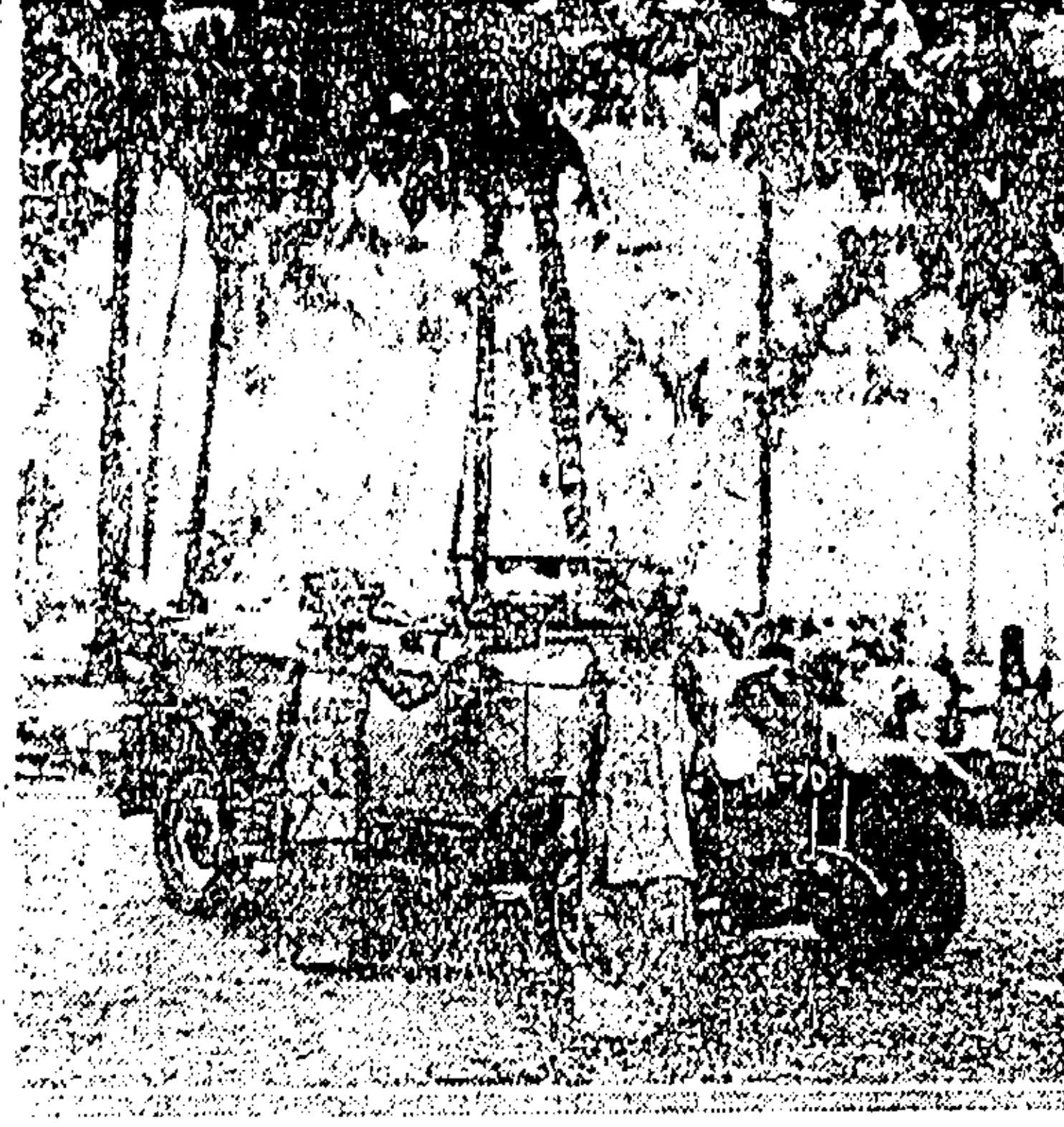
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Another British motor-car manufacturer has announced a record year's business. Following the Austin Motor Company's announcement of a 26 per cent. increase in sales compared with the previous year, and 100 per cent. dividend to shareholders, that other great pioneer of the "family" motor-car, Sir William Morris, told several hundred agents who met him at Birmingham: "The sales of our cars during the year just concluded were more than 27 per cent. greater than in any other year in our history. I am confident that they will be greater than ever in 1932, with a resulting benefit to British labour and to our national prosperity. In my opinion the position of Britain to-day is better than it has been for years." Sir William had invited agents to inspect what is probably the most revolutionary car at Olympia this year, the new Wolseley "Hornet," which has a four-door saloon body, providing ample accommodation for four tall people, and yet has only the same small wheelbase it had before. This six-cylinder car will be sold in seven different types, ranging in price from £160 to £625, a truly amazing price range, and one that marks a new era in motoring.

* * *

There are now three very important motor-car manufacturers who are offering models with alternative engines. You can get a Morris-Cowley with an 11.9 h.p. or a 14 h.p. engine, a Hillman with a 15.7 h.p. or 20.9 h.p. engine, and Ford with a 15 h.p. or a 24 h.p. engine. When are some of our light cars coming into line with this up-to-date idea? It is based to a large extent upon export requirements, but one has every reason to believe that it also makes a strong appeal to the home market. If the notion could extend to light cars one can picture Austin, Morris, Singer and Jowett all

IN THE EAST INDIES



Two picturesque dancers of the Temple of Bali, Dutch East Indies, inspect one of the new Chevrolet touring cars.

THREE MINUTES, PLEASE.

A lunchroom chef in Boston times his eggs by traffic lights. No one has as yet complained to the police that his eggs were too hard-boiled.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one drives the more one realizes the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions.

If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so.

By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

FREIGHT SERVICE IN AFGHANISTAN



Ninety-five percent of the motors driven through the Khyber Pass between Afghanistan and Punjab are Chevrolets. This convoy of 18 Chevrolet Trucks and one Touring Car is loaded with merchandise for His Majesty, King Nadir Shah, en route to Kabul, capital of Afghanistan.



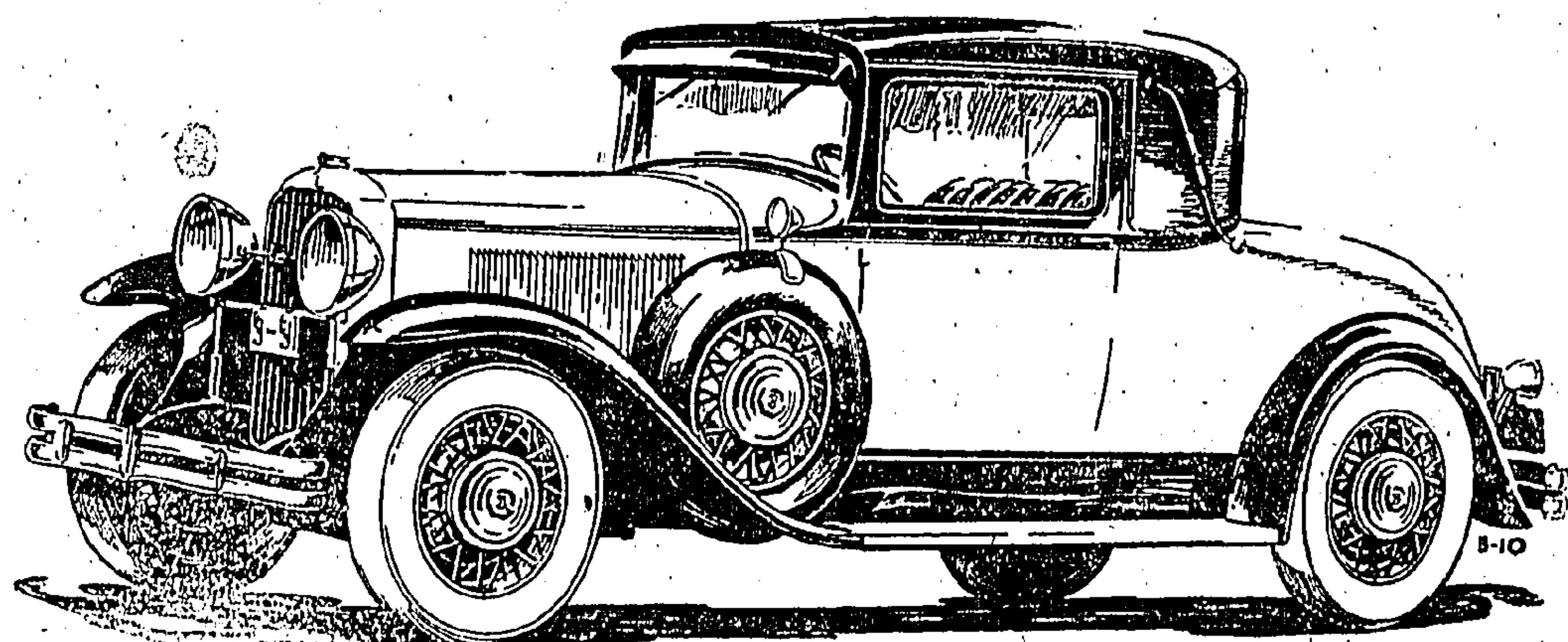
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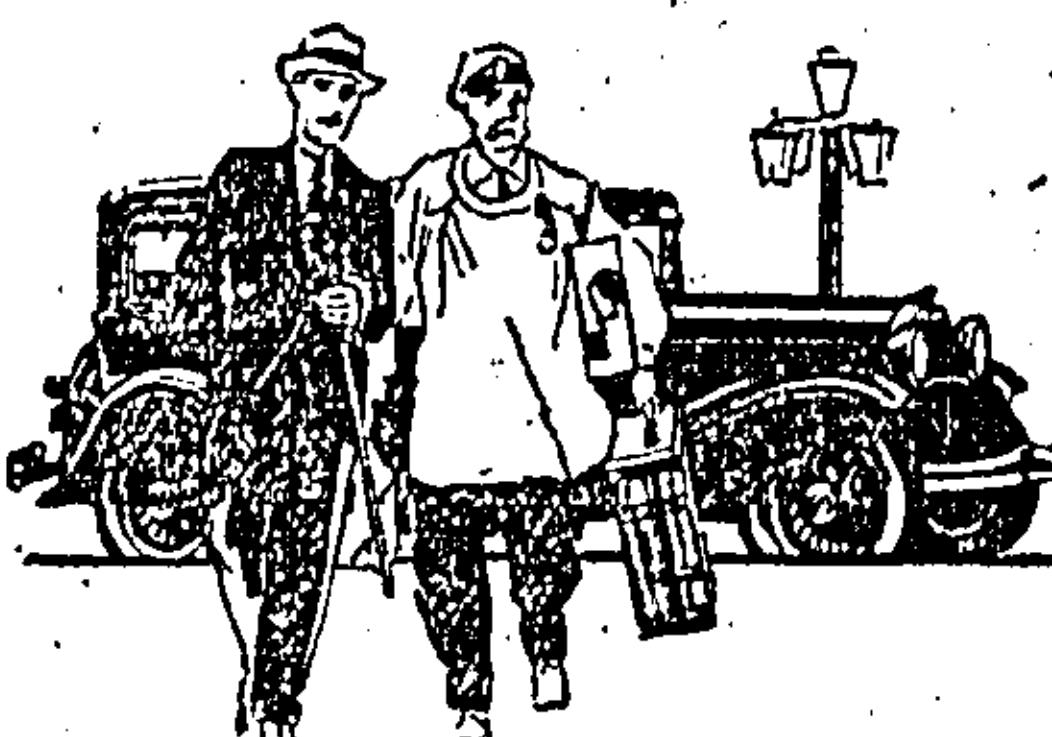
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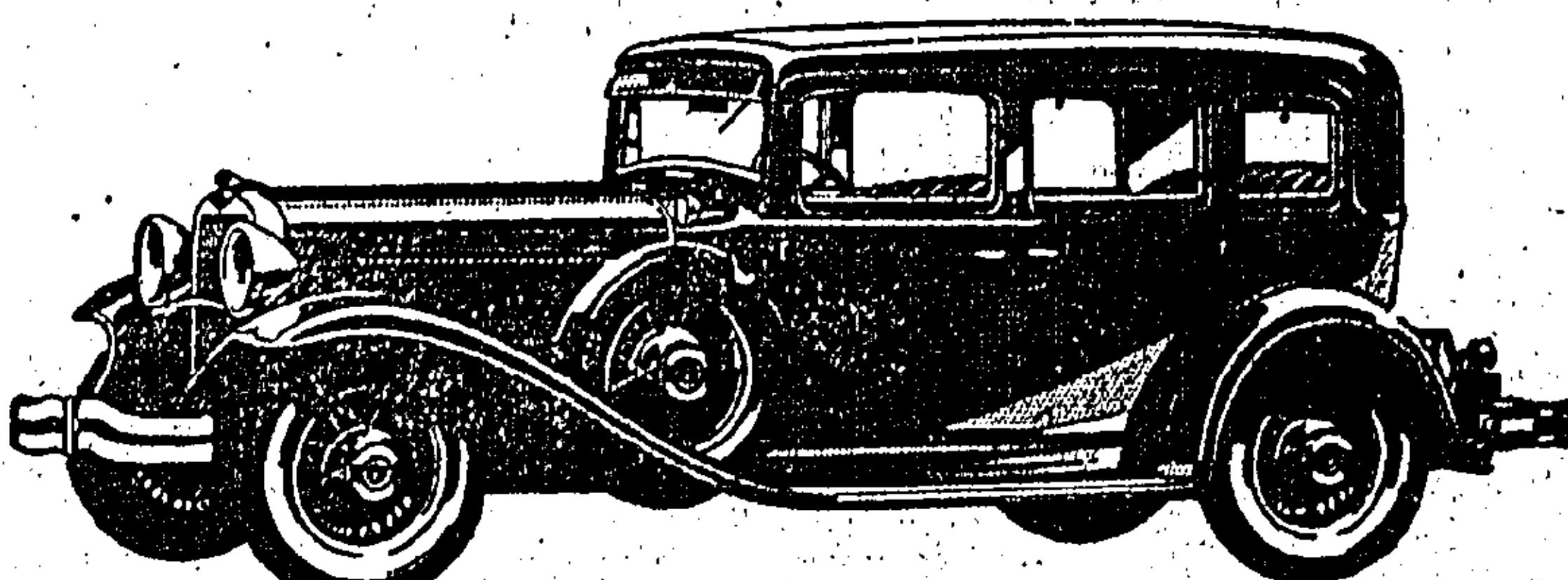
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Virginia Cherrill June Collyer

A break-neck comedy with laughs popping all over the place.



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GRILL ROOM

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TO-NIGHT

THURSDAY, 19th November, 1931.

From 7.30 P.M.

CURRENT SPORTING GOSSIP

CRICKET.

United Services v.
Shanghai.

HARGRAVE'S SUCCESS.

SHANGHAI—1st Innings.

S. R. Kermani, b Mirehouse	54
P. V. Simpson, c Moir, b Burnett	29
A. J. Barson, c Shaw, b Anstruther	48
R. Booth, c Barlow, b Burnett	28
H. J. M. Cook, c Mirehouse, b Anstruther	14
R. S. Elliott, c Barlow, b Burnett	18
T. W. R. Wilson, c Hamilton	46
D. W. Leach, c Shaw, b Anstruther	26
P. Madar, not out	10
H. A. Coward, c Barlow, b Burnett	0
B. V. W. Murray, b Anstruther	10
J. A. Isaacs, c Younger, b Anstruther	1
Extras (B. 24, L.B. 2)	26
Total	310
Fall of the Wickets.	
1 2 3 4 5 6 7 8 9 10	308

BOWLING ANALYSIS.

O.	M.	R.	W.
Hamilton	21	3	61
Mirehouse	23	5	68
Hunting	10	1	51
Barlow	5	0	21
Burnett	5	0	44
Anstruther	13	1	39
			5
SERVICES—1st Innings.			
Lt. Comdr. Skyrme, c Murray, b Elliott	0		
Lt. O. B. Younger, c Lench, b Elliott	4		
Lt. Comdr. R. J. Shaw, l.b.w.b Elliott	4		
Sub. Lt. Hargraves, c Elliott	5		
Lt. A. C. Hamilton, b Wilson	4		
Lt. J. K. Macfarlane, c Cook	29		
Booth	5		
Capt. Burnett, c Murray, b Isaacs	5		
Capt. Moir, run out	49		
Lt. A. M. Anstruther, c Wilson, b	4		
Booth	4		
Mid. Hunting, not out	6		
Capt. Mirehouse, st. Kermani, b	9		
Madar	9		
Extras (B. 14, L.B. 3, W.B. 1)	18		
Total	228		
Fall of the Wickets.			
1 2 3 4 5 6 7 8 9 10	207		

BOWLING ANALYSIS.

O.	M.	R.	W.
Elliott	12	1	43
Wilson	10	0	22
Leach	10	2	39
Isaacs	6	0	18
Booth	9	1	42
Madar	11	0	41
Cook	1	0	5
			0
Bowled one wide ball.			
SHANGHAI—2nd Innings.			
T. W. R. Wilson, Macfarlane, b Hamilton	32		
J. A. Isaacs, c Skyrme, b Hamilton	0		
H. A. Coward, c Shaw, b Mirehouse	10		
D. W. B. Murray, l.b.w.b Mirehouse	10		
R. S. Elliott, st. Shaw, b Mirehouse	16		
H. J. M. Cook, not out	29		
A. J. Barson, c Shaw, b Hamilton	5		
R. Booth, l.b.w.b Barlow	5		
D. W. Lench, c and b Anstruther	1		
A. M. Anstruther	1		
P. Madar, not out	0		
Extras (B. 8, L.B. 4)	12		
Total (for 9 wkt., dec.)	119		
Fall of the Wickets.			
1 2 3 4 5 6 7 8 9	119		

BOWLING ANALYSIS.

O.	M.	R.	W.
Hamilton	9	0	43
Mirehouse	9	1	40
Anstruther	4	1	19
Barlow	3	0	5
			1
SERVICES—2nd Innings.			
Lt. O. B. Younger, l.b.w.b Wilson	4		
Sub-Lt. Hargraves, st. Coward, b	41		
Leach	0		
Lt. Comdr. R. J. Shaw, b Elliott	8		
Capt. Moir, c Leach, b Elliott	11		
Lt. A. C. Hamilton, b Wilson	2		
Lt. J. K. Macfarlane, b Elliott	2		
Lt. Comdr. Skyrme, st. Coward, b	14		
Madar	0		
P. Madar, not out	0		
Extras (B. 8, L.B. 2)	12		
Total (for 7 wkt., dec.)	102		
Capt. Burnett, Mid. Hunting, and Capt. Mirehouse did not bat.			
Fall of the Wickets.			
1 2 3 4 5 6 7	99		
5 6 20 27 42 69 92			

BOWLING ANALYSIS.

O.	M.	R.	W.
Elliott	9	0	18
Wilson	10	0	33
Isaacs	1	0	1
Madar	2	1	23
Leach	0	0	20
			1
Owing to the lack of space, Ex- interporter's review of this match will be published to-morrow.			

THE CHINA MAIL.

THURSDAY, NOVEMBER 19, 1931.

MAJESTIC

TO-DAY ONLY

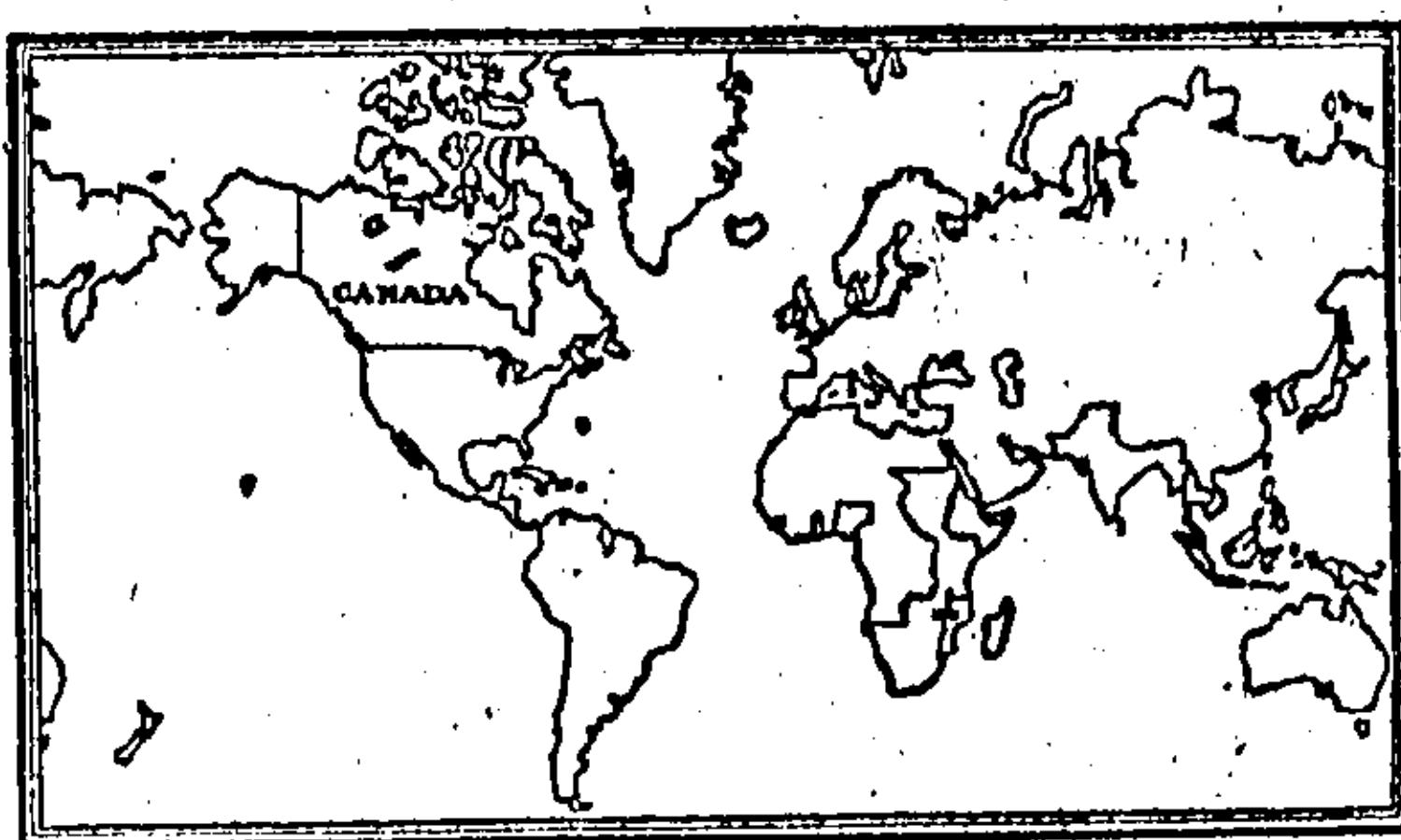
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Canton Representative—Mr. V. E. Ferrier, 27, B. C. Shamoon.

other hand, were poor in their handling and several good opportunities were wasted on this score.

Result—

Club "A" 9 points

Kowloon R.F.C. . . . 3 points

Teams—

Club—W. H. B. Rigg; W. D.

Johnson, R. G. Robertson, G. A. L.

Plummer, S. J. H. Fox; R. S. Lee,

F. C. B. Black; Andrews, Merry,

Stillard, Hartley, O'Neill, Massey,

Smith and Cox.

Kowloon—Opl. Frankham; D.

Black; A. Easterbrook, G. C.

Burnett, J. J. Ferguson; D. F.

Kilby, L. T. S. Crozier; L. W.

Tippie, A. Walters; Dr. J. E. H.

Cogan, J. Ridder, S. Macneil, J. E.

Wilson, S. Hardy, and L. E. Grayham.

Referee: Dr. J. H. McElroy.

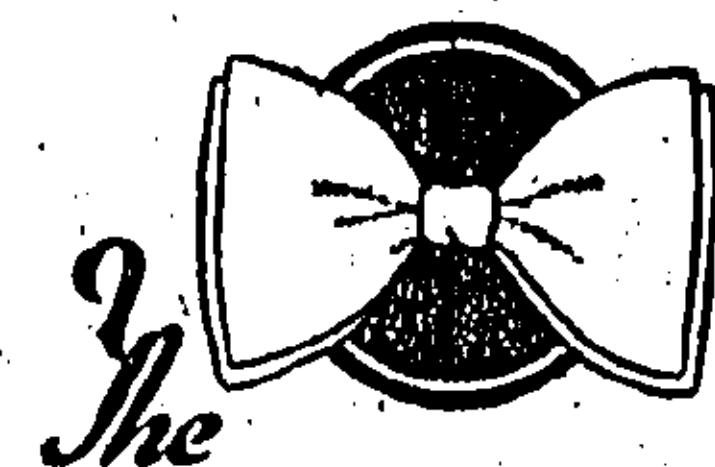
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which gives all the News there IS—

Both Local and Coastal

THE LAWN TENNIS CROWD

IN ENGLAND, FRANCE, AND AMERICA

[By J. E. SAMPSON.]

The English tennis crowd is perhaps the most genuinely sporting of any. This is said in no vaunting spirit. It is easily the most orderly crowd and the most amenable to the exhortation of the umpire. Naturally the English crowd wants to see the English player win; and for many years it has been wanting. But it is generous to a degree in its acknowledgment of foreign talent. Wimbledon is unique in its atmosphere and tradition; it is also unique in the character of its crowd, and that because the meeting is not only a great sporting fixture but an outstanding social event. The social lights are not numerous in relation to the sum total of spectators, but the presence of the exalted in most prominent seats, and on occasion the advent of royalty, has a certain influence upon the crowd. The Wimbledon one, though, is of a higher class than that of other nations. This is just a plain statement of fact and not written in any derogatory spirit. The rough, noisy, and rowdy elements are just not there. At Wimbledon the players are very conscious of the spectators; they are in every sense very near, nearer than at Roland Garros or Forrest Hills.

While our own assemblage is the mildest mannered and the best behaved, it carries the defects of its virtues in that it is less exhilarating and stimulating than a cruder and more vehement one. At Wimbledon all is decorum, with the onlookers in general keenly alive to the possibility of extracting any amusement from trifles. Thus the breaking of an umpire's voice or his confusion over a score are eagerly seized upon as a relief from tension. At Wimbledon a doubtful decision is an incident always easily controlled by the umpire. The loser is sure of his need of praise equally with the winner, but there is not that powerful urge which is furnished by the vociferous and burning partisanship of Roland Garros and Forrest Hills.

The French Crowd. In France, at the Stade Roland Garros, the crowd is more remote from the player, and it is of a different texture from that at Wimbledon, and is certainly not a fashionable assembly. At Roland Garros there is the popular and cheaper side, where on a hot day the males sit in their shirt sleeves and are out to enjoy the tennis and themselves, and must show their enjoyment by making a noise. If

France is "on velvet" the applause is fairly distributed, may even be more partial to the visitor. But if France is in jeopardy, has her back to the wall, then the applause rather runs upon the lines of "my country, right or wrong, but my country!" Doubtful decisions occasion violent interruption, ent-calls, and whistling. The excitement is general, the air electric, and the violent emotion of the crowd is communicated to the players, who become so often just bundles of nerves. The phlegmatic and well-controlled player is little affected, so that Cochet or Lacoste remain icily aloof, merely petitioning for silence with eloquent gesture. With players of the Borotra or Perry type it is different. This type, rather the flamboyant, the baroque type, is dearly loved by the demonstrative crowd, who want a colourful personality on which to feed. One has seen Borotra appeal for silence, get it, start to serve, then stop, and turn ap-pealing, almost in anguish, to the gallery. The umpire's "Un peu de silence" has not been sufficiently answered. A baby is crying, and the crowd laughs. When excitement runs high the balls that shave the lines are often the subject of loud and excited comment. The loud and excited comment. The players labour under an additional strain, that of the match and their response to an overcharged atmosphere. When the Davis Cup challenge round is over, and France still holds the cup, then follows the inevitable cheering and the shower of "soft seats" into the arena.

At Forrest Hills.

At Forrest Hills the crowd again is largely popular; the fashion element is generally lacking. As compared with Wimbledon the course is at arm's length and the player less conscious of it, provided that nothing very exciting is taking place. The Americans are quick in adopting players, in recognising a pleasing personality, and, once having made its election, is noisy in making it known. Equally is the reverse true. Thus, one ardent "fan", not caring for the ruthless accuracy of Mrs. Wills-Moody, endeavoured to induce some variety by blowing a whistle each time she served, and calling out, "How do you like that, Helen?" writes E. J. Sampson in the Manchester Guardian. The American crowd is a generous one, with its sympathies generally with the under dog. Thus on one occasion it was loud in its expression of

favour for a steady but uninspiring "stonewaller" who was opposed to Mrs. Moody, and the champion showed herself an adept in handling a mass feeling. Seeing how matters were, Mrs. Moody elected to win over that crowd, and this she did by just playing that stonewaller at her own game, but much better. Presented with an opening for a winning drive, Mrs. Moody would just lob instead. She won easily, and finished with the gallery roaring its appreciation.

Like the French, the American crowd likes a personality, a Betty Nuthall, a Fred Perry. Occasionally its demonstrations are a little embarrassing, as when it takes the form of exhortation in chorus steadily repeated, "Come on, Betty. Come on, Betty." Doubtful decisions are greeted with such shouting of conflicting opinion as not infrequently stops the game. At the end of a big match the cushions are thrown into court, as they are in France. The influence of crowd has to be felt to be realised. If it is against you, then it calls for a definite assertion of will to fight and conquer that influence, in addition to the task which the other side of the net is presenting. If for you, then it is a tremendous stimulant. A fine day, a fine crowd, a fine match—an exciting rally and you win with a backhand down the line. The roar that greets that winner makes that moment a glittering one in life's procession, and the glitter has been provided by the crowd, the necessary adjunct and background for the great games.

FOOTBALL.

Navy's Good Win.

ARGYLLS FIRST DEFEAT.

At Sookpoo yesterday, in the Senior League the Navy defeated the Argylls by two goals to nil and on the run of play fully deserved their good win.

Parker scored a good goal for the Navy early in the second half and Langmead secured the other from a centre by Robertson.

Navy 2
Argylls 0

RUGBY AT HOME.

London, To-day. The South African Rugby football team drew with Devon and Cornwall—three points each. Reuter.

The party of Bavarian mountaineers organised by Herr Paul Bauer to reach the summit of Kanchenjunga, in the Himalayas, has had to abandon the attempt at a height of 26,000ft.

Admiral the Hon. Sir Hubert G. Brand has been appointed first and principal naval aide-de-camp to the King, in succession to Admiral Sir W. H. Cowan.

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OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE :—\$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE :—\$1.50 per dinner per head.

A LA CARTE.

Single dishes can be obtained at Prices on list.

ESPECIAL.

Special dishes ready for Patron's Order at all hours. There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menu. One can choose to the individual taste, either chicken, duck, aburi, shark's fins, bird's nest soup, beehive or fried garoppa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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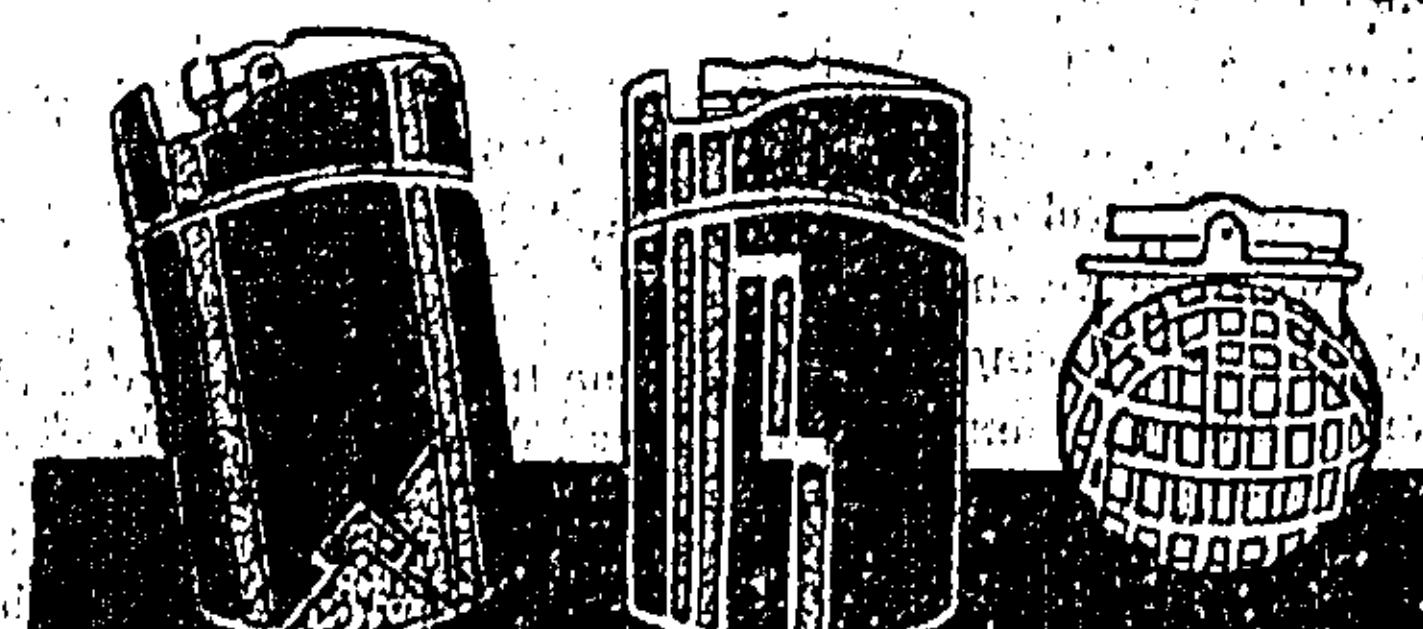
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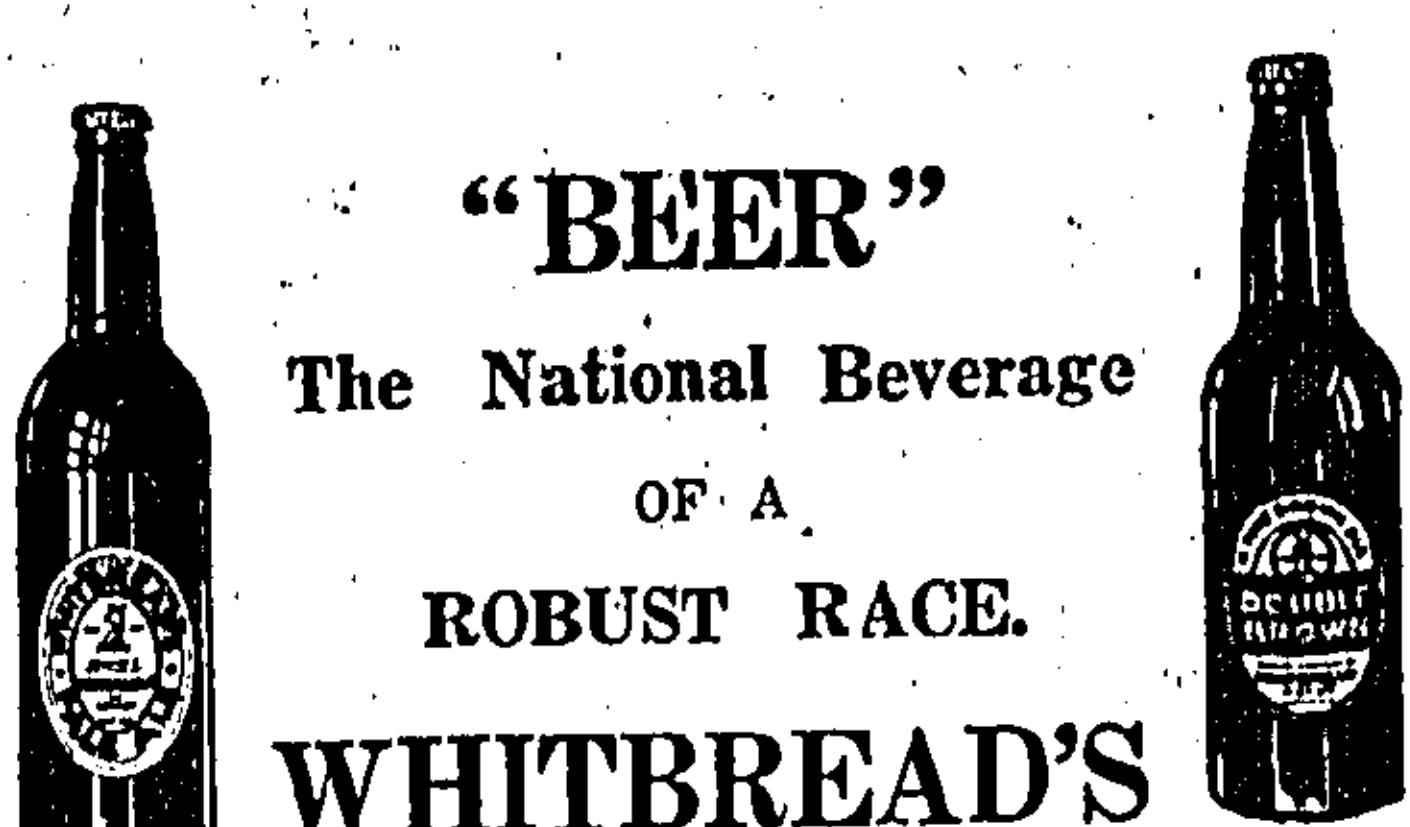
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PRICE \$11.50

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MARRIAGE.

WALKER-WEIR.—At the Peak Church on November 18, 1931, James McLellan Walker, of Chartered Bank, to Helen Audrey Weir, of Matilda Hospital.

The China Mail

Hong Kong, Thursday, Nov. 19, 1931.

Our Unwieldy Dollar.

It does not require an academic knowledge of currency on the part of the average individual in this Colony for him to agree with that portion of the Currency Commission's report dealing with currency reforms. In considering the defects of the present system, the Commissioners declare that the first defect is that the form of currency which is the only unlimited legal tender, the silver dollar, is entirely unsuitable for that purpose . . . there is an almost unsupersable obstacle to the volume of coin expanding at all times sufficiently to meet the public needs in the cumbrousness of the legal tender dollar coin." Not only is there the matter of cumbrousness to be considered; there is the large number of "chopped" or defective dollars in circulation that are daily creating very great inconvenience and annoyance to the individual, whether he be a retailer or a customer, or bus or train conductor or a passenger, a rikisha puller or a "fare." Of a "chopped" or defective coin be accepted — a defect sometimes being so infinitesimal as to escape notice by any other than a man handling hundreds, if not thousands, of dollars each day — it is made the subject of a few cents discount, only for the discounter, perhaps, to pass it on to an unwaried customer who may be victimised again per medium of the self-game dollar! If a "chopped" or defective dollar be not accepted (and this is quite common on buses and trams) quite unnecessary inconvenience and annoyance are caused to a passenger who may have not one ten-cent piece or no bank note under the value of five dollars. The individual argues, not with

out reason, that if the governing authorities force a silver dollar currency upon him, they should initiate some procedure to ensure that that silver dollar can pass the scrutiny of ever-suspicious retailers or conductors of public vehicles. Why should the individual be penalised for something over which he has not the slightest control — never had and never shall?

Say the Commissioners: "As it seems to be unquestionable that the Colony already contains more dollar coins than it can ever require for use in active circulation, we have sought for some automatic method of increasing the amount of notes in circulation when required. It is obvious that there are two ways in which this might be provided — either by a suitably regulated issue of Government currency notes or by altering the present conditions of issue of bank notes. The first step can be taken by the Government at its own discretion; the second requires the willing co-operation of the note-issuing banks." And so the Commissioners recommend that the legal tender status of the dollar coin be limited to \$10, and that the present note-issuing banks be made the sole unlimited legal tender, except, of course, by the banks themselves in payment of notes tendered for redemption.

Later, the Commissioners state: "We have considered whether, in view of the alteration in the status of the silver dollar, the issue of \$1 notes should be resumed; but we are definitely of opinion that this would be undesirable on grounds both of hygiene and expense." Why not, then, recommend ban on the \$1 note in Malaya? Why not ban the circulation of copper coin, to touch some of which is repulsive and forbidding? If the silver dollar is to go — as all fervently hope it shall — why expect the individual to carry a pocketful or a handbagful of subsidiary coins which have an unhappy knack of disappearing like lightning on a shopping expedition? A fine incentive to thrift, indeed! It is hoped that the Government and the Currency Board (if ever one be

formed) will completely ignore the Currency Commissioners' reference to \$1 notes but will ensure the community a constant supply of hygienic ones. There is a happy medium between such and the mutilated fragments, pasted together, that once upon a time were permitted to do duty here. The Government or the Currency Board will be in a position to control the output of \$1 notes — and they can likewise control their replacement on the ground of hygiene!

Last night a Chinese, named Lam Wong, (48), was admitted to the Kowloon Hospital in a serious condition as the result of a fall from a window of an un-numbered house, in an unknown street.

Leung Kam, Mistress of the Tam Cheung Kee jewellers shop No. 1, Shelley Street has reported to the Police, that Chan Sing, a workman, to whom she entrusted jewellery to the value of \$610, to be made up, has absconded.

FIRE BRIGADE.

Annual Inspection and Display.

LIST OF PRIZE WINNERS.

The annual inspection and demonstration in fire-fighting methods of the Hong Kong and Kowloon Fire Brigades was held in the Central Police Station compound yesterday afternoon, in the presence of a large number of interested spectators, which included H.E. the Governor (Sir William Peel) and Lady Peel, the Hon. Mr. W. T. Southorn, the Hon. Sir Shou-son Chow, Kt, and the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Mrs. Kotewall.

The parade was under the direction of the Chief Officer of the Brigade (the Hon. Mr. E. D. C. Wolfe, C.M.G.), whilst the demonstrations were supervised by the Superintendent (Mr. H. T. Brooks, M.I.F.E.) assisted by Messrs. J. H. Fitzgerald, G. Saunders, W. Smith, J. W. Wollard and R. Brooks.

The brigades went through a long and interesting competitive programme.

The prize-winners were:

Despatch Box Competition.

Three men, Central (1 and 2).

Two men, Kowloon, 1; Central, 2.

One man, Fireman 69, 1; Fireman 8, 2.

Motor Escape competition drill.

Central, 1; Kowloon, 2.

Motor pump competition.

Mongkok, 1; Central, 2.

A demonstration of the working of the fire motor-cycles was given by Sub-Inspector Chester Woods and Sgt. Basting.

Our Sports Diary.

LOCAL.

CRICKET — To-day — Kowloon C.C. v. Shanghai at the K.C.C. at 10.30 a.m.

Saturday — League I — Hong Kong C.C. v. R.A.; Indian R.C. v. Civil Service C.C.; League II — Civil Service C.C. v. Indian R.C.; Police v. Hong Kong C.C.; Friends — Kowloon C.C. v. Craignanower C.C.; Craignanower C.C. II. v. Kowloon C.C. II.

HOCKEY — To-morrow — Hong Kong Hockey Club "A" v. Jat Regiment on the Maxine ground at 5 p.m.; C.B.A. v. Radio Sports Club.

FOOTBALL — Saturday — Lal Wah Cup — Civilians v. Navy.

GOLF — To-day — First round of Railway Cup (Ladies).

Sunday — Open Championship of the Colony.

R.H.K.G.C. Jasper Clark Cup Competition.

TENNIS — Sunday — U.S.R.C. Mixed Doubles Tournament.

R101 MEMORIAL.

Impressive Simplicity Of Altar Tomb.

At Cardington cemetery, near Bedford, builders have removed a hoarding and revealed an altar tomb, approached by steps, above the grave of the R.101 airship victim.

It is in Portland stone on a concrete base, made when the grave was filled in, and stands in a square sunken enclosure with stone coping. At one end there is carved in relief the Royal Air Force device and the motto, "Per Ardua ad Astra." At the other appears the inscription: "Here lie the bodies of forty-eight officers and men who perished in His Majesty's airship R.101 on October 5, 1920."

The names, in alphabetical order, are carved on the two long faces of the tomb.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day — Entertainment by Les Dejehans and William Rimes, Peninsula Hotel "Rose" Room.

To-day — Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula and Hong Kong Hotels.

To-morrow — Cricket Interport Dinner, Hong Kong Hotel.

To-morrow — R. E. Old Comrades Association Annual Dinner, Hotel Cecil, 8 p.m.

Entertainments.

To-day — King's Theatre; "The Brat."

To-day — Queen's Theatre; "Strangers May Kiss."

To-day — Central Theatre; "Ladies of Leisure."

To-day — Majestic Theatre; "The Vagabond King," also "Rex and Peggy."

To-day — Star Theatre; "Lord Byron of Broadway."

To-day — "Dear Brutus" by A.D.C. Theatre Royal, 9.15 p.m. Concerts.

To-morrow — The Schneider Trio in Two Chamber Music Recitals, Helena May Institute, 9.20 p.m.

To-day — Concert; Helena May Institute, 5.30 p.m.

Home Malls.

To-day — Inward from Europe via Suz (Corfu); Outward for Europe via Siberia (Empress of Asia), 6 p.m.

To-morrow — Inward from America (Pres. Jefferson); from Europe via Siberia (Kashgar). Outward for Europe via Siberia (Corfu) 1.30 p.m.

Jumble Sale.

November 28 — Hong Kong Benevolent Society Jumble Sale, City Hall, 11 a.m.

Land Sales.

November 23 — At P.W.D. Offices two lots of Crown land, 3 p.m.

BIRKIN'S ESCAPE.

Sir Henry Birkin, the famous racing motorist, had one of the most amazing escapes of his thrilling career at Brooklands when the record-breaking Bentley owned by the Hon. Dorothy Paget, in which he was practising for the 500-mile race, caught fire at 120 miles an hour.

Sir Henry was passing the fork on the track when he found his legs enveloped in a sheet of flame. The heat was terrific but he strove desperately to keep the great blue car on a straight course until he could reach the spot a mile away where his mechanics had fire extinguishers in readiness for such a mishap.

The car gradually slowed down, but the cockpit was like a furnace, and Sir Henry had to stand up on the seat to steer. The steering wheel itself he could only hold in two fingers, as that also had become alight.

At about 20 m.p.h. he dived for the handbrake, situated over the running-board on the off-side, and in spite of the fact that the lever was nearly red-hot, he succeeded in jamming it on hard. He then set the nose of the car to the side of the track, and, jumping out, ran alongside to his mechanics and the extinguishers.

Sir Henry's shoes and overalls and even the cushions of his machine were burning fiercely, while his hands were badly blistered. But within an hour the car had been thoroughly examined and set right and he was once again at the wheel wearing gloves to protect his injuries and achieving further speeds of more than 120 m.p.h.

To-day's Thought.

You will never be considered selfish if you keep your troubles to yourself.

Ten Years Ago.

(From the "China Mail" of November 19, 1921.)

To-day's dollar is worth 2/8 %.

Although no announcement about it appeared in the papers, there was a Parliamentary election at Taikoo last night. It was a mock one and figured as the first item on the agenda paper of the Taikoo Debating Society.

Mr. D. B. Bone (Independent Labour) and Mr. J. Simpson (Conservative) were the candidates and Mr. S. Boulton, President of the Debating Society, acted as Returning Officer.

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THE REPORTER

NEWSPAPER'S MOST IMPORTANT MAN.

American's View of Modern Press.

Mr. Burges Johnson, Director of Public Relation, at Syracuse University, writes in the *North American Review* on "The Newspaper's Lost Leadership." He asserts that the important man on any newspaper is the reporter, and until he is sound the newspapers cannot be all that they should be. Mr. Johnson says:

"The primary functions of the newspaper are to collect, verify, and distribute the news. Entertainment features, editorial opinions, criticisms of art, drama, sports—these are all secondary to the newspapers' chief business.

"If finding and verifying the news is a first duty, the reporter becomes the most important person in the whole human structure of the Press. If his standards break down the Press breaks down. If he goes through a process of training preliminary to employment, and an office experience during his first years of employment, that stiffen his moral backbone and develop his powers, first, to discover the truth, and then to write it down clearly he is more likely to develop into the type of editor that can resist commercial pressures of every sort.

"If he finds that employment as a reporter wins the respect of the community, it will mean his own enhanced self-respect. But the public must come to look upon the reporter's badge implying a peculiar skill, a peculiar degree of trustworthiness, and a position in the community of greater dignity and responsibility than that implied by the badge of an officer of the peace.

He Distorts the Interview.

"To prove what I am saying, one need only imagine the contrary situation. A man of affairs in the community is approached by a slovenly youth who says that he represents the Press, and secures an interview, perhaps, because the man of affairs fears to refuse.

"Later there appears in type a distorted and incompetent report, in which all that was of significance is omitted, and a few phrases that will amuse, shock, or surprise a majority of readers are all that remain; and these, shorn of their context, do not represent the speaker's thought. It is obvious that one leading citizen's respect for the Press is destroyed; and the power of the Press to be of service to the community is equally weakened.

"If such a reporter as that goes, by a slow process of promotion, up to an editorial desk, he has no conception of the proper place of a newspaper in the community—so that the direction of the whole news-collecting organisation might far better be in the hands of the business manager!

"If the legal and medical professions place importance upon the personal character of apprentices, and by some process of selection attempt to weed out the morally unfit it is even more important to our communities that there should be the same weeding-out process for apprentices in journalism.

"Granting character fitness, what are the fundamentals of reportorial training? First of all must come a mind receptive to ideas, and sympathies broadened, by well-directed study—'bicultural' studies that open long vistas into the crowded affairs of our present civilisation. Then must come training in the ability to see things objectively, and to interpret what has been seen without a distortion due to personal prejudice.

Three Differing Stories.

"The criticism will be advanced here that no one can report without distortion. Three men see a crime committed and are put under oath to tell all they saw, just as they saw it, and there will be three contradictory stories. Yet I would plead that as those three observers progress through a period of training in observation, and in the elimination of bias and prejudice, the three stories will come closer and closer together in essential facts.

"Training for the development of good judgment is necessary. We may deplore the fact that the public of the present day seeks entertainment rather than news, but that is, after all, the public which must be

CHRISTMAS PLAY.

Production by St. John's Cathedral.

"The Next Door House," Christmas play by Margaret Cropper, is being prepared by St. John's Cathedral, and will be produced in the Cathedral Hall on Tuesday and Wednesday, December 22 and 23, at 6 p.m.

Religious drama has a long and honourable history dating from the Middle Ages, interrupted by a temporary eclipse due to Puritan influence. The kind of play being produced by St. John's Cathedral is now recognised at home as a powerful means of teaching, and is becoming increasingly used by the Anglican Church.

"The Next Door House," whose cast includes five adults and four children, centres about the coming of the Christ Child, with the Blessed Mother, into an English Cottage, from which goodness and hope have fled. The true spirit of Christmas is depicted with simplicity, but with great art and beauty. Both adults and children will do well to keep one of the dates free so as to see this play.

There will be no charge for seats, but those who wish to make sure of their places should apply to the Dean, St. John's Cathedral, on or after December 1 for reservation.

THE ANTIQUITY OF CHINA.

China is the oldest continuous nation in the known world—is older than man has recorded. She has held her gates and doors barred against outside influences and people. She has conceived, developed, and carried into practice, within herself, a thoroughly organised and almost unchangeable system of laws and customs that for many centuries have made her self-sustaining and independent.

Marks of reigns prior to the authentic dynasties are visible, but recorded history does not claim them.... Let us look through the door that stands ajar. What a view! What a revelation! It is not all dark, as we had supposed. The sun shines upon a vast territory that has the many climates of the globe.

The soil is rich, and yields a variety of agricultural products. There are wooded lands of great value; we find the earth has its valuable treasures in mines of gold and other precious metals. There are great beds of coal and quarries of granite, marble, and jade; perhaps jewels unthought of are in China's domain. Although there are large empty riverbeds, China's water supply is not beggarly. As we look and reflect we detect the working hand of a mighty nation.... The nation differs from other nations in general and in detail. It is claimed by some recognised authorities that quite authentic events can be traced back to 3,000 years B.C. A nation of five thousand years' standing, or even of four thousand, is no child....

China has the oldest language now spoken upon the globe. Records show that this language is the mother-tongue of a far greater number of people than any other language of the past or present. It has undergone few changes; the writing characters of China are over four thousand years old. They were originally cut upon strips of bamboo; these strips were then tied in bundles and each bundle was called a "book." These "books" are carefully guarded. In the Ch'in Dynasty they were burned. Some were hidden away as great treasures, but few were saved. Later, a reproduction from memory was written, but much of the quality and quantity of the former production was lost....

What can be learned of China's early history portrays a civilisation superior, at that date, to that of most parts of the outer world. Astronomy seems to have quietly, but persistently, imparted an unfailing light to mankind, civilised or uncivilised, through all periods; and this unfailing light appears in the first glimpse we have of China's existence.

To-day, the world is seeking with earnestness to learn about the hitherto unknown Orient. It will be compelled to work patiently diligently, and with a good spirit, if we would learn much of China and her people—Sarah Pike Conger (Mrs. E. H. Conger), in "Letters from China."

Piers, bathing establishments, and yachting and motor-boating facilities are among the many attractions promised by a new company that intends to form a health and holiday resort on the northern shore of the Dead Sea.

RADIO.

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

5.50 p.m.—European Programme of Victor Records.

6.30 p.m.—Chinese Studio Concert.

9.03-9.15 p.m.—European Programme of Victor Records.

5.50 p.m.—Children's Programme.

Rhythms for Children—Waltzes Nos. 1, 2 & 3 (Brahms).

Run, Run, Run—Jumping—Running Game—Air de Ballet, Victor Orchestra.

Songs for Children—The Fiddle Song, Dancing Song, The Bee, The Clock, Who Has Seen the Wind?

My Old Dan, Honk Honk!, Cradle Song, Soldier Boys, Wing Foo, The Zoo... Alice Green (Soprano).

Actual Songs of the Canary Birds, Recorded from Reech's Aviary, Bremen.

Melodies for Children—Rock-A-Bye Baby, Sweet & Low, Lullaby (Brahms), Violinist Anonymous.

Songs for Children—Bow-Wow-Wow!, Song of the Cricket, Good Morning, The True Story, My Pony, The Frog & the Mouse, The Tailor & the Mouse, The Frog He Would A-Wooing Go, Alice Green (Soprano).

6.30-9 p.m.—Chinese Studio Concert.

9.03-9.15 p.m.—Orchestral.

Zampa Overture (L. J. F. Herold arr. A. Winter), The Continental Symphony Orchestra Directed by G. M. Doit.

Hungarian Dance No. 5 (Brahms), The San Francisco Symphony Orchestra Directed by Alfred Hertz.

FIRING PRACTICE.

Firing will be carried out by the R.A. from forts in the vicinity of Hong Kong as under:

November 19—From Stonecutters at 7 p.m.—Area West of Stonecutters and North of Green Island;

November 23—From Lyemun at 10 a.m.—Area High Junk Bay and Tathong Channel.

November 24—From Lyemun at 7 p.m.—Area as above.

November 26—From Stonecutters at 10 a.m.—Area West of Stonecutters and North of Green Island.

November 27—From Lyemun at 7 p.m.—Area High Junk Bay, and Tathong Channel.

MR. H. G. WELLS AND THE DOCTOR'S MANDATE.

Mr. H. G. Wells, who sailed from Southampton recently in the *Aquitania* for New York, said:

"I think the situation of the world is very grave at the present time, and everybody ought to do some hard thinking about it. The patient is very ill. I think we ought to call in a doctor, but I do not think we ought to give a doctor's mandate to amateurs. It is a matter for people like Sir George Pash, Mr. Maynard Keynes, and other economists to work out what is wrong. Unless we consult such men we shall no more find a solution by popular excitement or electioneering than we can hope to cure a broken leg by the same means."

The purpose of Mr. Wells's visit to America is to see his new book, "The work, wealth, and happiness of mankind," through the printers' hands.

PARLIAMENTARY MAJORITIES.

The majorities of Governments since 1847 have been:

Year	Party	Majorities
1847	Whig	1
1852	Liberal	13
1857	Liberal	79
1859	Liberal	43
1865	Liberal	67
1868	Liberal	128
1874	Conservative	46
1880	Liberal	62
1888	Nationalist (82)	166
1886	Unionist	114
1892	Liberal	40
1895	Unionist	152
1900	Liberal	184
1905	Liberal	356
1910 (Jan.)	Liberal	124
1910 (Dec.)	Liberal	120
1918	Coalition	263
1922	Conservative	79
1923	No Majority	—
1921	Conservative	—
1920	No Majority	—

S.P.C.A.

Further List of Subscribers.

The Honorary Treasurer desires to acknowledge with thanks the receipt of the following donations:

Previously acknowledged \$4,075.10

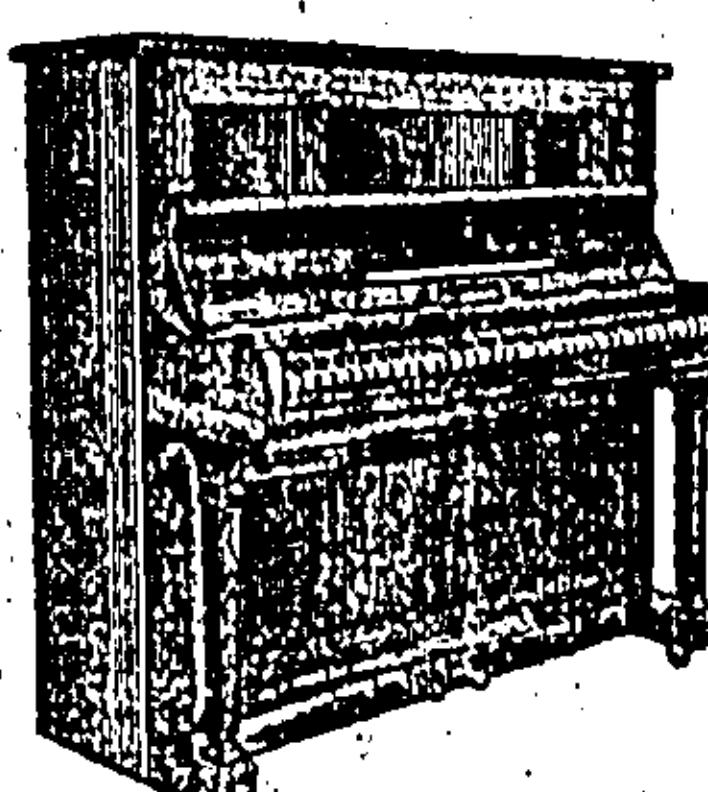
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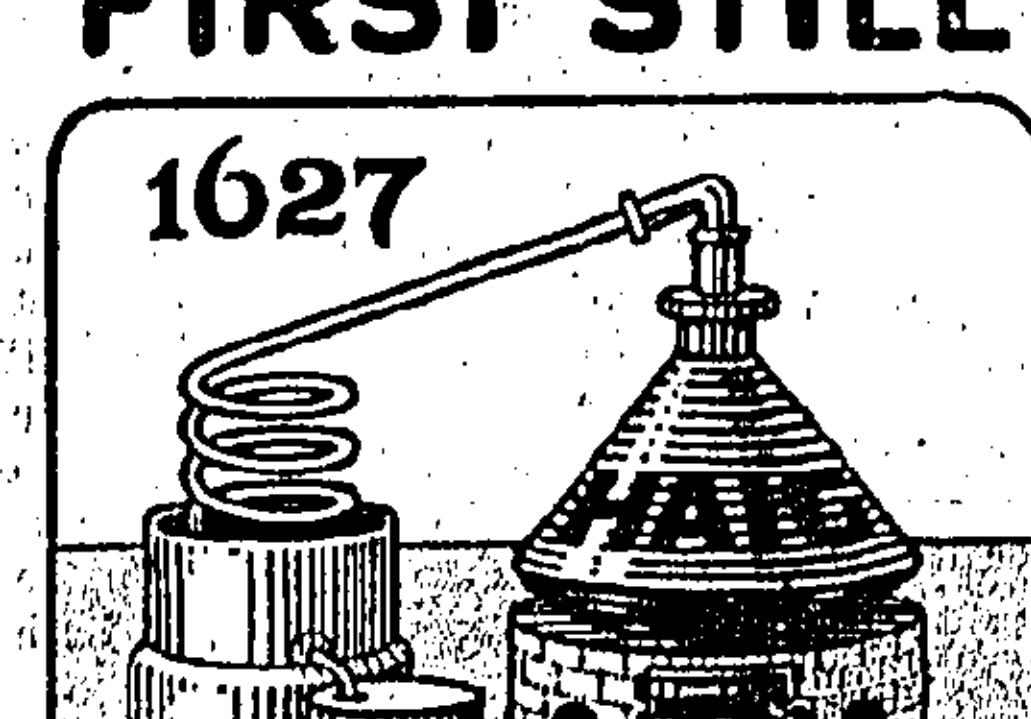
CLOTHES and HOUSEHOLD GOODS will be gratefully received at CITY HALL, on MONDAY and Thursday, from 10.30 A.M. to Noon.

Blankets, Men's Clothing, small size, Boys' Clothing, Men's Shirts, Hats and Shoes.

LONDON EXCHANGES.

Rugby, Yesterday	
Paris	96 1/2
New York	3.77
Montreal	4.2
Brussels	27 1/2
Geneva	19 1/2
Amsterdam	9 13/32
Milan	78
Berlin	15 1/2
Stockholm	18 1/2
Copenhagen	18 5/16
Oslo	18 1/2
Prague	127 1/2
Helsingfors	193
Madrid	44 1/2
Lisbon	109 1/2
Athens	310
Bucharest	635
Rio	3 15/16
Buenos Aires	37 1/2
Montevideo	28 1/2
Bombay	1/6 1/2
Shanghai	2/4 8/32
Hong Kong	1/8 1/2
Yokohama	2/7 1/2
Silver Spot	18 1/16
Silver Forward	17 15/16
British Wireless Service	

STILL FIRST



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HONG KONG STOCK EXCHANGE
Opening Daily Official Quotations 19th Nov., 1931.
Next Settlement Day, Tuesday, 24th November, 1931.

STOCK	Buyers	Sellers	Sales	Num.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1673	...	...	...	Dec.	Interest at 1% for 1930-31
Chartered Bank	131	131	Dec.	Int. 7% plus 1% for 1930-31	Sep. - 31	
Mercurial Bk. Asr.	101	101	Dec.	Int. 7% plus 1% less 1% for 1930-31	Sep. 8, 31	
Bank of Asia	71	71	Dec.	4% for 1930-31	Feb. 28, 31	
Insurances.						
Castrol Ins.	...	...	1400	Dec.	(Min. 8d. for 1930-31)	May 19, 31
Union Ins.	410	410	Dec.	(Min. 10d. for 1930-31)	May 19, 31	
China Underwriters	41	41	Dec.	(Min. 10d. for 1930-31)	May 19, 31	
China Fire Ins.	8	8	Dec.	(Min. 8d. for 1930-31)	May 19, 31	
H. K. Fire Ins.	6	6	Dec.	(Min. 8d. for 1930-31)	May 19, 31	
Shipping.						
Douglas	...	...	92	Dec.	Last dividend for 1930-31	...
H. K. Steamboat	...	...	261	Dec.	\$3.50 for 1930-31	Mar. 4, 31
Indo-China (Pref.)	...	...	85	Dec.	12% ex. 2d. for 1930-31	Juno 19, 31
" (Def.)	...	...	48	Dec.	Last dividend for 1930-31	...
Shells Bearer	...	...	49/2	Dec.	12% ex. 2d. for 1930-31	July 6, 31
Union Waterboats	...	...	29	Dec.	12% ex. 2d. for 1930-31	Mar. 31, 31
Mining.						
Dengots	...	...	101	Dec.	10d. for 1930-31	Sept. 10, 31
Kalian Mining Ad.	...	...	61/2	Dec.	(Min. 4d. for 1930-31)	Dec. 20, 31
Langkawi (Single) Th.	...	...	4.58	Oct.	1.00 for year 31-10-22	May 6, 31
Shai Exploration Th.	...	...	2	Dec.	None	
" Loans	...	...	4	Dec.	(Min. 1.00 for 1930-31)	Feb. 6, 31
Raubs	...	...	21	Dec.	10d. for 1930-31	Dec. 20, 31
Venezuela Gold Fields	...	...	21	Dec.	10d. for 1930-31	...
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	...	...	151	Dec.	9d for 1930-31	Mar. 10, 31
H. K. & W. Docks	...	...	61/2	Dec.	Last dividend for 1930-31	...
South Ch. Motors (A) \$	...	...	10	Dec.	...	
China Provident (old) \$	6.10	...	12	Dec.	10d. for 1930-31	...
" (new) \$	2.45	...	12	Dec.	10d. for 1930-31	...
Hongkew	...	...	910	Dec.	10d. for 1930-31	April 8, 31
N. Engineering	...	...	62	Dec.	10d. for 1930-31	Mar. 4, 31
Shanghai Docks Th.	...	...	96	Apr.	10d. for 1930-31	July 6, 31
Lands, Hotels & Buildings.						
H. K. & S. Hs. (old) \$	15	...	14,800/00	Dec.	10 cents for 1930-31	Apr. 10, 31
" (new) \$	144	...	...	Dec.	Interest 2% for 1931	...
H. K. Lands	...	...	90	Dec.	...	Aug. 19, 31
Shanghai Lands Th.	...	...	621	Dec.	Interest 2% for 1931	July 6, 31
Humphreys (old) \$	171	...	...	Dec.	8 cents for 1930-31	Feb. 6, 31
" (new) \$	171	...	...	Dec.	Interest 2% for 1931	Sept. 1, 31
H. K. Realts	...	...	12	Dec.	10d. for 1930-31	...
Chinese Estates	...	...	95	Dec.	10d. for 1930-31	July 6, 31
Cotton Mills.						
Ewo Cotton	...	...	161	Dec.	10.75 for 1930-31	Mar. 10, 31
Shanghai Cotton	...	...	65	Dec.	10.25 for half year 10-31	May 27, 31
Zoeng Sing	...	...	12	June	10.50 for year 31-6-31	Oct. 8, 31
Public Utilities.						
H. K. Tramways	...	...	91/2	Dec.	Interest 2% for 1931	Aug. 26, 31
Peak Trams (old)	...	...	141	Dec.	10d. for 1930-31	June 15, 31
" (new)	...	...	35	Dec.	10d. for 1930-31	...
Star Ferries	...	...	61	Dec.	4d for 1930-31	Feb. 18, 31
Yau Ma Tei Ferry	...	...	28	Dec.	10d. for 1930-31	June 15, 31
China Light	...	...	27	Dec.	10d. for 1930-31	Dec. 15, 31
H. K. Electric	703	...	...	Dec.	10d. for 1930-31	Mar. 15, 31
Macao	...	...	28	Dec.	10d. for 1930-31	...
Sandakan Light	...	...	12	June	None	...
H. K. Tels. fully paid	...	...	40	Dec.	Interest 2% for 1931	Aug. 4, 31
China Buses	...	...	17.00	Dec.	10d. for 1930-31	Feb. 25, 31
S'pore Traction (Ord.)	...	...	41	Dec.	10d. for 1930-31	Sept. 6, 31
" (Pref.)	...	...	19/	Dec.	Subject to income tax	...
Industrials.						
China Sugars	...	...	600	Dec.	10d. for 1930-31	...
Malibon Sugars	...	...	60	Dec.	10d. for 1930-31	Mar. 4, 31
Caldi Mag. Ord.	...	...	14	Dec.	10d. for 1930-31	Mar. 15, 31
" Prcf.	...	...	10	Dec.	10d. for 1930-31	Oct. 9, 31
Canton Ices	...	...	60	July	20 cents for year 31-6-31	...
Cements (com.)	...	...	13	July	20 cents for old 10d. for new	Mar. 15, 31
" (old)	...	...	13	Dec.	10d. for 1930-31	...
" (new)	...	...	0	Dec.	10d. for 1930-31	Mar. 15, 31
H. K. Ropes	16.00	...	17/16/60	Dec.	75 cents for 1930-31	Mar. 27, 31
Stores, &c.						
Dairy Farms	281	...	281	Dec.	10.60 for 1930-31	Mar. 18, 31
Watson	...	...	10	Oct.	10 cents for year 31-6-31	Mar. 10, 31
Der A Wings	...	...	1	Dec.	None	...
Lane Crawford (old)	...	...	9.00	Dec.	10d. for 1930-31	...
" (new)	...	...	62	Dec.	10d. for 1930-31	...
Mackintosh	...	...	10	Feb.	10d. for year 31-6-31	Apr. 30, 31
Sincere	...	...	15	Feb.	10d. for year 31-6-31	...
Wm. Powells	...	...	6.00	Feb.	10d. for year 31-6-31	June 17, 31
Miscellaneous.						
H. K. Amusement	...	...	19	Mar.	10d. for 1930-31	Sept. 30, 31
C. Entertainment (old)	...	...	15	...	...	...
" (new)	...	...	15	...	...	...
Sou. Ch. Enterprises	...	...	11	...	...	...
H. K. C. tutions (old)	...	...	61	Dec.	30 cents for 1930-31	Apr. 29, 31
" (new)	...	...	61	Dec.	30 cents for 1930-31	...
B. Ind. G. Bonds	2.40	...	60%	Dec.	...	...
H. K. Govt. Loans	2%	From	60%	Dec.	Interest half yearly	...

ENTERTAINMENTS.

THEATRE ROYAL

HONG KONG AMATEUR DRAMATIC CLUB

"DEAR BRUTUS"

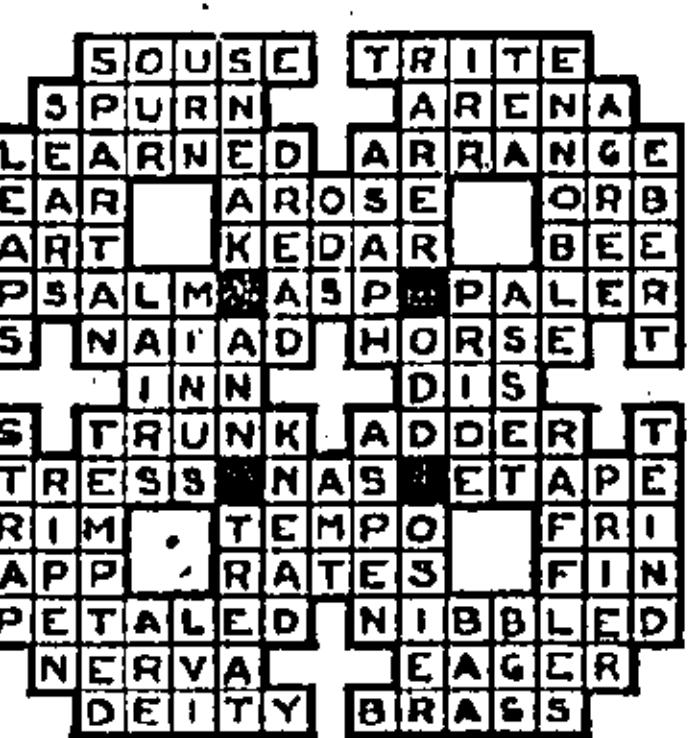
by Sir James Barrie

TO-NIGHT at 9.15.

November 20 and 21, at 9.15 p.m.

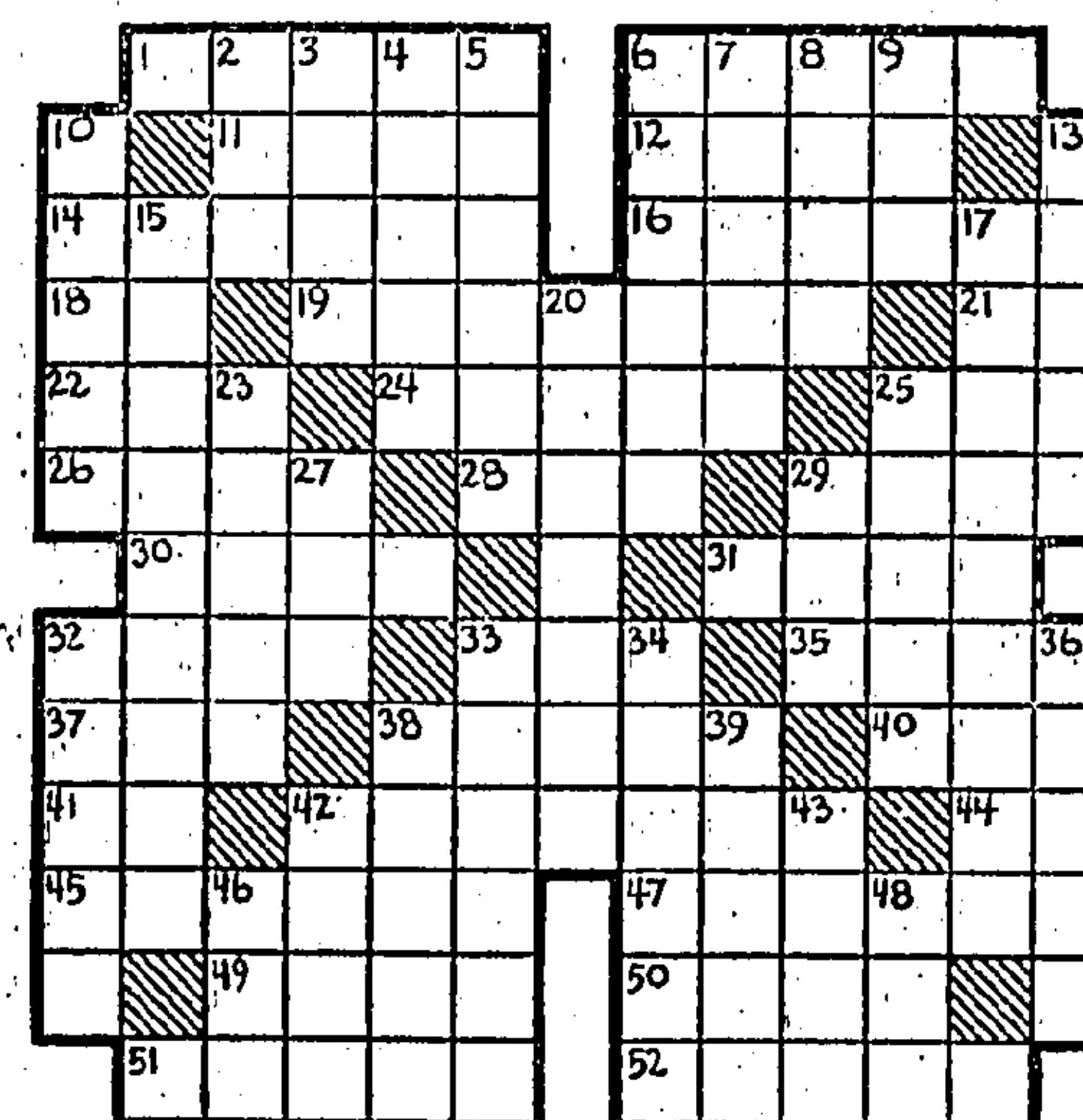
BOOKING AT ANDERSON'S.

YESTERDAY'S SOLUTION.



DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



SPORT NOTICES.

THE HONG KONG JOCKEY CLUB NOTICE.

THE HALF YEARLY GENERAL MEETING of Voting Members will be held at the Club House, Happy Valley, on MONDAY, 23rd November, 1931, at 5.30 p.m.

All members are cordially invited to attend, and participate in any discussion which may ensue.

By Order of the Stewards.

C. B. BROWN, Secretary.

Hong Kong, 12th Nov., 1931.

NEW ADVERTISEMENTS



FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bonifay, Adra, Suez & Port Said
Taking cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

Passenger to LONDON (Overland):

NEXT SAILINGS FROM HONG KONG

For Shanghai & Japan

For Singapore & Italy

Nov. 22

S.S. CARIGNANO (cargo boat).....

Nov. 28

S.S. GANGE (passenger boat).....

Dec. 20

S.S. VENEZIA-L (pass. & cargo boat) Nov. 19

Dec. 14

M.V. HILDA (cargo boat).....

Jan. 17

*S.S. CRACOVIA (passenger boat) ... Dec. 15

Dec. 27

Outward voyage to Shanghai only.

Particular attention is called to the s.s. Gange which will make the voyage Hong Kong-Italy in 24 days thus allowing London passengers to reach London in 25 days in time for the Christmas Holidays.

For Freight and Passages apply to:

Queens' Building,

Tel. 22021

Agents.

DODWELL & CO., LTD.

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU Tuesday, 24th November.

ASAMA MARU Wednesday, 9th December.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIKAWA MARU Tuesday, 15th December.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

YASUKUNI MARU Friday, 4th December.

HAKONE MARU Saturday, 12th December.

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU Saturday, 21st November.

ATSUTA MARU Saturday, 26th December.

BOMBAY via Singapore, Penang, & Colombo.

† TOTTORI MARU Friday, 27th November.

† NAGATO MARU Monday, 30th November.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

† GINYO MARU Wednesday, 25th November.

NEW YORK, BOSTON via Panama.

† TAKAOKA MARU Thursday, 10th December.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.

† DAKAR MARU Sunday, 20th December.

CALCUTTA via Singapore, Penang & Rangoon.

† RANGOON MARU Sunday, 29th November.

† BENGAL MARU Tuesday, 8th December.

SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU (Nagasaki direct) Friday, 20th November.

FUSHIMI MARU Saturday, 23rd November.

† HAKODATE MARU Saturday, 28th November.

† Cargo only.

For further information apply to: NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.

MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN.

THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.

BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.

JAPAN PORTS (Frequent Services).

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.

NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.

BOMBAY via Singapore, Penang & Colombo.

CALCUTTA via Singapore, Belawan Deli & Rangoon.

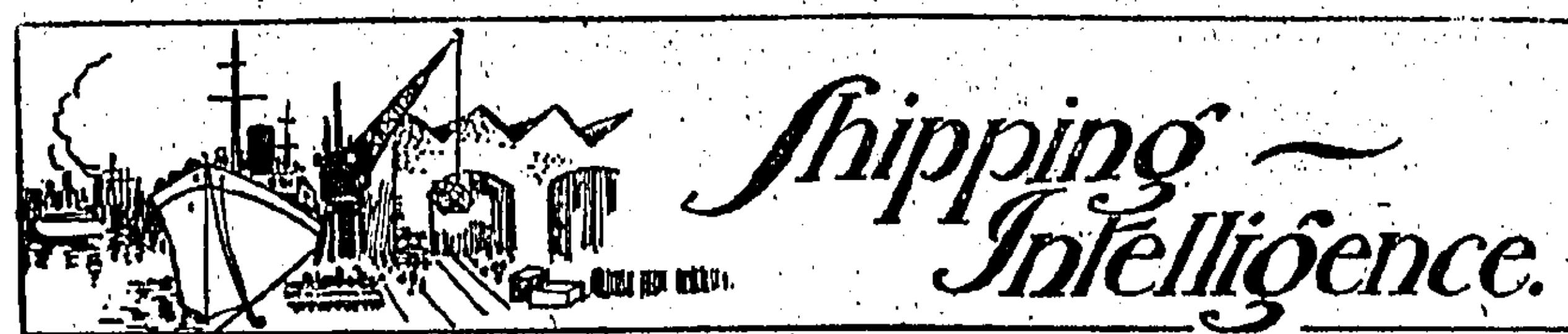
HAIPHONG via Hanoi.

KEELUNG via Swatow & Amoy. (3 p.m. every Sunday).

TAKAO via Swatow & Amoy. (Forthnightly).

OSAKA SHOSEN KAISHA.

Telephone 28081.



ARRIVALS OF SHIPS.

Tuesday, November 17.
Klungchow, British str., 1,545 tons, Capt. R. Allinson, from Holloway, buoy No. B20.—B. & S. Koromiko, British str., 1,541 tons, Capt. E. Jones, from Kamfa, Stonecutters Anchorage.—See Wai & Co.

Wednesday, November 18.
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, buoy No. B24.—O.S.K.

Chinhuia, British str., 1,363 tons, Capt. D. Williams, from Canton, buoy No. B15.—B. & S. Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A16.—J.C.J.L.

Empress of Asia, British str., 8,883 tons, Capt. L. D. Douglas, from Manila, Kowloon Wharf.—C.P.S.

Haiyang, British str., 1,363 tons, Captain Erwin, from Swatow, Douglas Wharf.—D. L. & Co.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Kingyuan, British str., 1,546 tons, Capt. J. Taylor, from Swatow, buoy No. B3.—B. & S.

Kronviken, Norwegian str., 1,362 tons, Capt. T. Kvamme, from Amoy, buoy No. CG.—Yong Hong Loong.

Shelton, American str., 8,770 tons, Captain G. E. Pranka, from Hongkong, buoy No. A3.—States & Co.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer, "VENEZIA-L"

From TRIESTE, VENICE, BRINDISI, PORT SAID, SUEZ, MASSAWA, ADEN, KARACHI, COLOMBO, PENANG, SINGAPORE & SAIGON.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. at Kowloon, whence on/ or from the wharves delivery may be obtained.

Goods from Saigon must be taken immediate delivery of ex ship.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival to carry on/ or from port to port to the final port of call to which the option extends.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 2nd prox., or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO., LTD. Agents.

Hong Kong, 17th November, 1931.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLEBROOK, ANTWERP, LONDON AND STRAITS.

The Steamship

"BENLAWERS"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence on/ or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 10th instant will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 3rd December, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 18th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO., LTD. Agents.

Hong Kong, 12th November, 1931.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

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P. & O.-British India APCAR and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

SS.	Tons	From Hong Kong About	Destination.
FLASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Antwerp & Hull.
KIDDERPORE	5,300	1st Dec.	Straits, Colombo & Bombay.
KALPUTANA	17,000	5th Dec.	Marseilles & London.
KORFU	15,000	10th Dec.	Marseilles & London.
KOSOMALI	6,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
KARMALA	9,000	16th Jan.	M'selles, L'don, R'dam & A'werp.
CHITRAL	15,000	30th Jan.	Bombay, M'selles & London.
KASHMIR	9,000	13th Feb.	M'selles, L'don, R'dam & A'werp.
NALDERA	16,000	27th Feb.	Bombay, M'selles & London.
SOU'DAN	6,800	5th Mar.	M'selles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	M'selles & London.
RAJPUTANA	17,000	20th Mar.	M'selles & London.
CORFU	15,000	9th Apr.	M'selles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, M'selles & London.
RANPUR	17,000	7th May	Bombay, M'selles & London.
CHITRAL	15,000	21st May	Bombay, M'selles & London.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantiople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1931	
TAKADA	7,000	2nd Dec.	
SIRDHANA	8,000	16th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,000	24th Dec.	

B.I. APCAR Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

		1931	
TANDA	7,000	2nd Dec.	Manila, Rabaul, Brisbane, Sydney
NANKIN	7,000	2nd Jan.	‡ Melbourne.
NELLORE	7,000	8th Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom, via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1931	
CORFU	15,000	20th Nov.	Shanghai, Kobe & Yokohama.
		3 p.m.	
SIRDHANA	8,000	20th Nov.	Amoy, Shai, Moji, Kobe & Osaka.
HYB	9,000	28th Nov.	Shanghai & Kobe.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	4th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shai, Moji, Kobe, Onaka & Y'hama.
SANTHIA	8,000	18th Dec.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	1st Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	3rd Jan.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	4th Jan.	Shai, Moji, Kobe, Onaka & Y'hama.
KALYAN	9,000	9th Jan.	Shanghai & Kobe.
TAKADA	7,000	15th Jan.	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,000	16th Jan.	Shanghai, Moji, Kobe & Yokohama.
SOU'DAN	6,800	20th Jan.	Shanghai, Moji, Kobe & Yokohama.
NALDERA	16,000	29th Jan.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	20th Feb.	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundrys.
Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE "LUNG." New Submarine Escape Apparatus.

Preliminary tests of new methods of using the "lung," the American Navy's submarine escape device, have indicated the feasibility of evacuating the crew of a disabled submarine in a quarter of the time heretofore considered practicable, writes Rex Collier.

The experiments, conducted for the past few weeks at the Navy Yard in Washington, constitute the latest step of naval experts towards submarine safety. The "lung" development comes in the wake of successful tests with the Navy's new auxiliary rescue apparatus, the "bell." Under present methods of employing the "lung" an individual breathing device invented by Frank Hobson, a civilian engineer in the Navy Department; Lieut. C. B. Mornsen, Navy submarine expert, and Chief Gunner Clarence L. Tibbals, noted Navy diver, the escaping men must retard their ascent to the surface by a series of halts at depths indicated by markers on a buoy line.

This "instalment plan" of reaching the surface was believed necessary to avoid too rapid expansion of air in the body, with consequent serious or fatal results. The chief drawback to the intermittent type of ascent was the delay occasioned in completing rescue of the entire crew of a stricken vessel. Submarine crews range in strength from 33 men in small boats to 87 men in the biggest vessels.

Time is a vital factor in submarine rescue work. Subjecting the crew of a submarine to high pressures and cold temperatures of great depth while they await their turns to ascend is as perilous as too rapid ascent. While bidding their time, remaining members of the crew must stand in a flooded compartment. At a depth of 300 feet the sea pressure would be approximately 150 pounds and the temperature, except in tropical waters, would be near freezing.

It was with a view to speeding up the escape process that experiments were undertaken in the big pressure tank at the Navy Yard. In the tests so far conducted, the delayed ascent plan was discarded in favour of a quicker, non-stop ascent, timed carefully to preclude serious physiological reactions. Repeated tests with Navy volunteers have proved successful for depths up to 100 feet. Tests at greater depths are to be undertaken later. The subjects of these experiments have suffered no ill effects.

If the tests prove conclusively the feasibility of the new plan, it is expected the U.S. Navy will adopt a new type of line for "lung" escapes. The present type consists of a rope fitted with nine wooden markers or stops, spaced ten feet apart for a distance of 100 feet below the surface. In making his escape, the "lung-equipped" victim slides up the line to the first marker, halts for a designated count, proceeds to the next marker for another halt, and so on until he finally emerges some minutes later. The theory was that the stops would permit ex-

panding air in the body to dissipate gradually, instead of forming large bubbles to clog the blood stream and tissues.

Under the new plan, the buoy lines would need no markers. The members of the crew would ascend the line hand over hand, making steady but slow progress towards the surface. It has been found that the expanding air leaves the body through the mouth and pores without deleterious effects, providing the ascent is gradual.

It has been shown that the maximum safe rate of ascent is about one foot a second. If the speed is greater than that, the body is unable to throw off the excess of expanding air and death may result from a ruptured lung. During the World War several members of German submarine crew literally "exploded" on being shot to the surface from torpedoed vessels. One submarine commander saved himself from this fate by retarding his ascent with his hands and feet. He described in a report the gruesome fate of some of his men who were less resourceful.

This effect differs technically from the "bends," which is a condition induced by subjection to high water pressures for long periods. In the bends, air is forced into the blood stream in the form of small bubbles, which tend to clog the arteries, impede circulation and slow down the heart action. The remedy is recompression in a special pressure chamber, followed by a gradual decompression to allow the air to dissipate naturally. — Singapore Free Press.

HOME VIA AUSTRALIA.

The "Giant Bridge" over Sydney Harbour, New South Wales, is to be officially opened on March 19, 1932, and a Carnival Week is being arranged which will last until Easter Week.

Brief details of the bridge are as follows:

Length of span, 1,850 feet.

Total length of span including approaches, 3,370 feet.

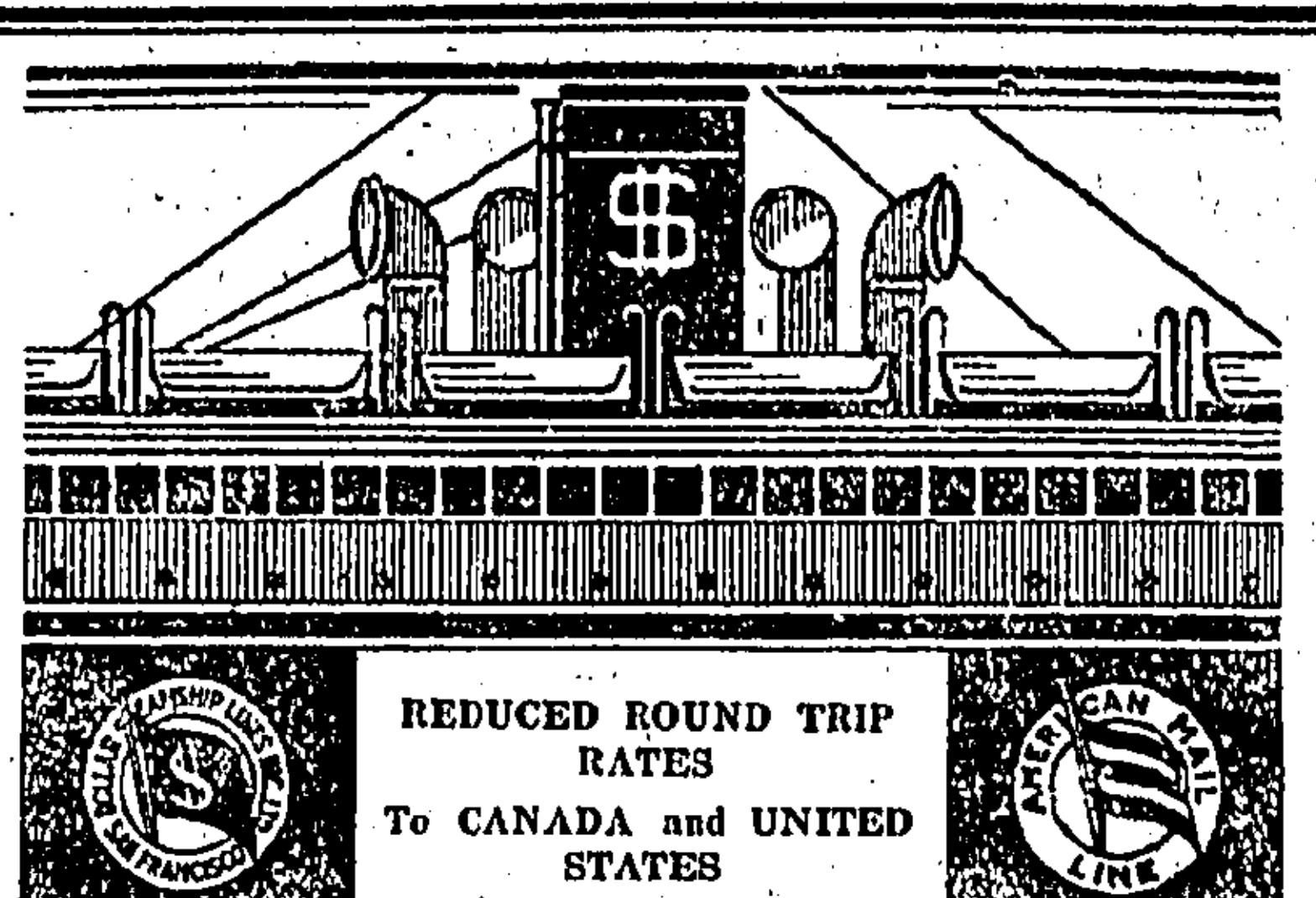
Total weight of steel-work, 50,300 tons.

Height of chord of arch, 400 feet above sea-level.

Bridge built by Messrs. Dorman Long & Co., Ltd., Middlesbrough, England.

In connection with the above a special Round Tour "Home via Australia" has been arranged, leaving Hong Kong by the s.s. Changte on February 20, connecting at Sydney with the Orient Liner R.M.S. Orford (20,000 tons).

Messrs. Buttersfield & Swire are booking agents for this Round Tour.



ALL YEAR ROUND TRIP TICKETS —
Hong Kong to Victoria (CANADA).

Vancouver (CANADA).

Seattle (U.S.A.).

San Francisco.

Los Angeles.

and return — First Class G\$656.25.
Time Limit — One Year.

SUMMER ROUND TRIP TICKETS —
Hong Kong to Victoria (CANADA).

Vancouver (CANADA).

Seattle, (U.S.A.).

San Francisco.

Los Angeles.

and return — First Class G\$565.00.
Special Class ... G\$297.00

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" AND "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

**DOLLAR STEAMSHIP LINE
AMERICAN MAIL LINE**

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.: 00h. is midnight, 12hrs. in noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

November 19 to 25, 1931.

DATE	HIGH WATER		LOW WATER		
	Nov.	Standard Times	Ht.	Stand. std. T. mss.	Ht.
Thurs. 19	11	10	4.1	11	26
	19	18	5.4	13	40
Fri. 2					

BUSINESS DIRECTORY

ATTRACTIVE TAILORING

The Latest in Gentlemen's Outfitting
AT PRICES TO SUIT ANY PURSE.
PERFECT FIT AND RELIABLE SUITINGS.
WING HING CO. Gentlemen's Outfitters
64, Queen's Rd. C. Tel. 21417.

Very Nice Woollen Materials For Making Ladies' DRESSES & OVERCOATS Also FURS & SILK HOSIERY Expert Tailoring Department.

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DENTISTS.

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BANK OF ENGLAND POWER HOUSE.

Colossal Plant.

A colossal combined lighting plant and power house, in which vibration and noise will be reduced to the minimum, will be one of the features of the new Bank of England.

It will be set far down in the "bowels" of the building, and will occupy three floors.

The most meticulous care has been taken to eliminate vibration. The smaller units of machinery will stand on an elaborate arrangement of springs, and the larger masses will rest on great trays of concrete several feet thick, which will in turn stand on springs—in effect, a concrete mattress.

Other devices—including the use of cork—are being employed to banish the smallest tremors from the plant, which will produce all the bank's lighting and heating.

Novel grouping arrangements of the boilers and dynamos are being adopted. In fact, one of the main show places of the new Bank will be its power plant and boiler house. The combined unit will be one of the largest and certainly the most up-to-date of its kind in the country.

It is understood that the new plant will be installed and in working order by December.

SPLINTEX SAFETY GLASS.

During the year to June 30 Splintex Safety Glass incurred a loss of £20,192 and a debit balance of £35,269 is carried forward. Owing to general trade depression, sales, it is stated, have proved inadequate to cope with overhead expenses of the new factory. A group in the motor industry is prepared to assist the company in various directions on certain conditions, one of which is that the capital is re-organised.

It is, therefore, proposed to reduce the capital from £300,000 to £27,500 by writing down each of the £1 Preference shares to 6s 8d and each of the 18 Ordinary shares to 3d. Both Preference and Ordinary shares, as reduced, are then to be consolidated and divided into £1 shares of their respective classes. Arrears of Preference dividend will be cancelled.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"THE BRAT."

In "The Brat," showing at the King's Theatre, Sally O'Neill has the most colourful role of her career. It is that of a rowdyish, slang speaking Bowery gamin who is rescued from the night court by a snobbish and successful novelist.

Thinking he can use her as material for his new book, the author takes her to his Long Island estate, and in return for the favour Miss O'Neill supplies him with enough material in the way of romance, embarrassment, and worry for an entire library.

Allan Dinehart, late of the New York stage, makes his talking screen debut in the character of the novelist and shares leading male honours with Frank Albertson, who was recently seen in "A Connecticut Yankee." William Collier, sen., Virginia Cherrill and June Collyer are the other featured players.

"LADIES OF LEISURE."

Lowell Sherman, who plays an important role in "Ladies of Leisure," the Columbia all-talking drama of night life now showing at the Central Theatre, is one of the highest salaried featured actors on the screen to-day. He has appeared in innumerable productions and is a familiar figure to every moving picture patron.

The production was adapted by Jo Swerling from a David Belasco stage success by Milton Herbert Grupper. It has been brought to the screen as a lavish spectacle—elaborately staged and superbly presented. Barbara Stanwyck, Lowell Sherman and Ralph Graves play the leading roles and are supported by

GREED FOR GOLD.

Lord Rothschild and Cause of Crisis.

Lord Rothschild, addressing a meeting of the local Conservative Association at Tring on October 8 said:

"We must press forward with our utmost energy every argument which tends to prove that this crisis has nothing to do with the rights or wrongs of Capitalism or Socialism, but that it is owing to the greed of two countries for gold."

"What they have succeeded in doing is to injure their own trade by withdrawing the means of barter from the rest of the world."

The only possible way of saving Britain, of saving the pound, and of saving the economic condition of the whole world, Lord Rothschild continued, was by returning a strong Nationalist Government to power which would not hesitate to use the most extreme measures not only to balance the present Budget, but would take the strongest measures to bring back the balance of trade to its normal condition.

If the Prime Minister and his friends had not come forward in the patriotic manner they had there would have been a complete collapse, and far from the present crisis being bankers' ramp, not only would the unemployed have lost the 10 per cent. of the dole they were losing now but they would have lost the whole.

[France and the United States between them hold at present two-thirds of the world's gold.]

RAPHAEL TUCK AND SONS.

A further decline in profits is disclosed by the preliminary statement of Raphael Tuck and Sons, the fine art and book publishers. The net figure of £27,765 shows a reduction of £8,394, although owing to the larger balance now brought in, the decrease in the available total is only £4,787. A final Ordinary dividend of 2½ p.c. makes 5 p.c. for the year against 7 p.c. previously; pension fund receives £500, and £18,261 is carried forward. Last year £12,506 was carried forward after placing £803 to special dividend reserve and £500 to pension fund.

STRANGERS MAY KISS.

The lure which the desert holds over those who have glimpsed its vast expanse is true. This is the unanimous report of the Metro-Goldwyn-Mayer players who journeyed to a desert location for the taking of certain scenes in the picture, "Strangers May Kiss," which is at the Queen's Theatre.

With Norma Shearer, the star, the company spent their spare moments capturing the benefits to be found in the dry, warm air and the healthful waters of the springs. The cast of "Strangers May Kiss" includes Robert Montgomery, Neil Hamilton, Marjorie Rambeau, Irene Rich, Hale Hamilton, Conchita Montenegro, Jed Prouty, Albert Conti, Henry Armetta and George Davis.

"HOLD EVERYTHING."

There's nothing too good for the Irish!

And so in "Mike," the first picture in which Sally O'Neill appeared, she was presented as a featured player. With this auspicious beginning in the screen world, the lucky Miss O'Neill has been seen in similar prominent roles in many productions made since the day she flashed across the film firmament in 1925.

Her latest appearance is in "Hold Everything," the all-colour Vitaphone comedy produced by Warner Bros., which is coming to the Queen's Theatre shortly.

Among the motion pictures in which she has appeared are "On With the Show," "The Mad Hour," "Loveless," "The Bachelor's Paradise," "Slide, Kelly, Slide," and "The Brat."

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital £60,000,000 Issued and Fully Paid-up £60,000,000 Reserve Funds £2,000,000 Banking £2,000,000 Total £12,000,000 Share Capital £12,000,000 Reserve £12,000,000

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The China Mail.

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HONG KONG, THURSDAY, NOVEMBER 19, 1931.

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TALKING
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ROMANCE



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A New Star is coming.

LOVELY ANN HARDING

IN

"HOLIDAY"

A triumph of the talking Screen.

AN RKO PATHE SUPER SPECIAL

Production

IMPRESSIONS OF JAPAN.

Dame Clara Butt's
Return.

Dame Clara Butt, back in England for her Autumn tour after a year's triumph in the East, told me something that should send every operatic impresario straight to Tokyo, writes H. E. W. in the Manchester *Guardian*.

She was talking of her experiences in Japan, of their splendid concert-halls, and their enthusiastic audiences. Incidentally I may say that she sang to them in Japanese, so they had some reason to let themselves go. But what chiefly impressed Dame Clara was not the pleasure she gave them—but the pleasure they gave her.

"The Japanese," she declared, "are a race of tenors. Pure tenors—I heard them everywhere. And their women singers—they are all sopranos—have a lovely quality. But they don't run to basses." If the next Pinkerton at Covent Garden isn't a Japanese I will never believe in the International Season again."

Dame Clara talks with an enthusiasm which is controlled by the good Anglo-Saxon quality of commonsense. No diva who has sung to the world for a generation could speak of her life's work more placidly. She admits to never having been subject to nerves. "A singer's life is the perfect one"—and she only qualifies this by admitting that there are worries when you get away from the concert platform. Talking to people is often harder work than singing to them.

A sly hit, and I change the subject by recalling to Mr. Kennerley Rumford when we last met on the cricket-field.

Dame Clara Butt laughs, "That's his passion," she says. "Once he brought me back post haste from Australia because he wanted to be in Britain by May. I thought he had some wonderful engagement. He had, but it was on the cricket-field."

SEQUEL TO FLIGHT OVER ROME

Two Germans To Be Expelled
From France.

The two Germans who are alleged to have sold to Signor di Bosis, the young Italian, the aeroplane with which he made his audacious propaganda flight over Rome, when he dropped anti-Fascist leaflets, are to be expelled from France.

Meanwhile there is still no news of the young flyer, who is believed to have deliberately thrown away his life after dropping the leaflets by steering his machine out over the sea to Corsica, well knowing there was not enough petrol to take him there.

Edward Crewe, 24, tailor, who pleaded guilty at London Sessions to stealing a quantity of cigarettes from a public-house in Frith Street, W., was asked by the chairman if he would like to be put back until next Sessions so that the police could make further inquiries. "No," replied Crewe. "It will cost the country more money. I will take my sentence now." When sentenced to twelve months' imprisonment he replied, "Thank you very much, my lord."

FICKLE WOMAN.

Dictator Not Slave Of
Fashion.

Mr. Edward H. Symonds, president of the British Fashions and Fabrics Bureau, addressing the Halifax Textile Society said:

"From the days of the Garden of Eden, women have never been content with any one form of costume for a period of long duration. If women had remained satisfied with fig-leaves, fashion creators would have had to go in for gardening.

"Had such been the case, I am sure manufacturers would have produced for women's wear many gracefully shaped and beautifully coloured fig-leaves."

"Nowadays women are more self-assertive and of more independent judgment than their forbears,

FAIR GENERALLY.

The Royal Observatory's report issued this morning states:—

The anticyclone has weakened considerably and is now central over Korea.

The typhoon appears to be about 200 miles North of Yap, moving W.N.W.

Forecast: — N. E. winds, fresh, fine generally.

Typhoon Warning.

The following telegram was received from the Manila Observatory by the American Consulate General this morning:

Manila November 19, 11 a.m. Typhoon in about 188 degrees Long E, 12 degrees Lat N, moving W.N.W.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1, 75.88 inches against an average of 81.53 inches — deficit 5.70 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	65
Macao	65
Pratas Island	72
Foochow	62
Amoy	65
Chefoo	32
Shanghai	50
Manila	77
Swatow	64

Modern women are definitely fashion and colour conscious, and you won't find them allowing manufacturers, fashion creators, or any other members of the male community to dictate to them as to the kind of goods they should buy.

"They decide for themselves what they would like to buy, and they are not at all nervous in saying outright and in very blunt language if they don't like either a fashion, a fabric, or anything else."

"You have heard it said that women are the slaves of fashion, and that fashion is fickle. Don't believe either. It is the women who are fickle, not fashion. And fashion is the slave of women in catering for their love of change."

"MENACE" TO ENGLAND.

Cardinal Bourne On
Russia.

Cardinal Bourne, speaking at Watford (Herts) Catholic Church recently, described Russia as the greatest danger to the civilised world that had existed for many a long day.

"It is a menace and a danger to us here in England, and Catholics must pull their whole weight in opposition to the subversive influences which Russia is trying to spread all over the world. They are at work everywhere, very skillfully and as secretly as possible.

"The mischief they have already done is beyond calculation. Their method is to get hold of people who are discontented and dissatisfied. We have a large number of unemployed, and on that account the Russian Bolsheviks have a field in which to work such as they never had before. We must be on our guard against the doctrines which are being preached by these men."

"Catholics must realise that authority must be respected, and that no good purpose could possibly be served and no end obtained by following the methods which have brought Russia to a state of utter degradation. Do not believe that anything you read about Russia is exaggerated or short of the truth. We may go through a period of great difficulty if we do not set ourselves as adamantly against these things."

A SCENT FOR EVERY MOOD.

Miss America Needs Forty Bottles
Of Perfume.

No longer is the chic American woman to be identified by one particular perfume, say New York fashion experts.

The discriminating woman goes in for perfume to suit the hour, the occasion and the mood as well as her personality.

The result is that on her dressing table is an array of bottles, sometimes as many as forty.

In the morning the smart fashion is for single flower odours—lilac, rose, sweet pea, lily of the valley—according to the wearer's fancy.

For luncheon and afternoon the vogue is for bouquet fragrances.

The late evening hours and the moonlight call forth "the Oriental, the indefinite, the challenging" perfumes.

ADOPTING A SCOUT FOR HALF-A-CROWN.

The City of Stoke-on-Trent Boy Scouts have hit on a novel idea for an appeal for funds they have just launched.

There are approximately 2,500 Scouts in Stoke-on-Trent. They have made the same number of cheery cut-out figures of Scouts and want members of the public to adopt one of these models for half-a-crown. Their aim is to have one plywood Scout adopted for each Scout in the district.

Over his left pocket there is a miniature gilt Service Star and there are spaces for more. If at the end of the year a friend wishes to adopt him "Scout" for a further year he is given another Service Star as a receipt.

DENTALINE

(Concentrated Antiseptic)

Is more than a mouth-wash — it actually

KILLS GERMS

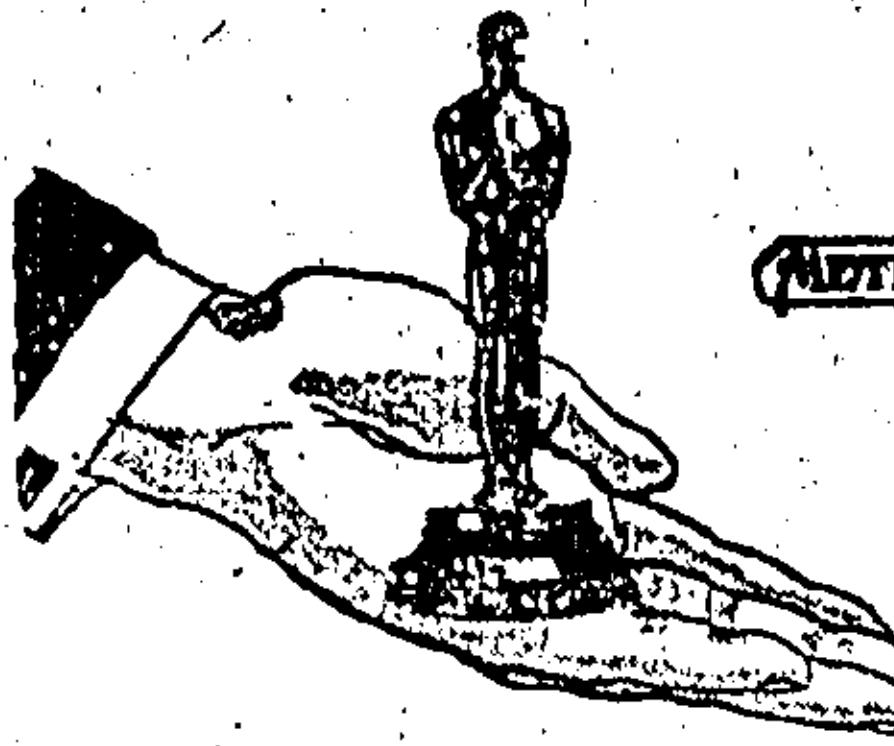
Dentaline is an Antiseptic Germicide and Astringent. Properly diluted it is delightful to taste and refreshing to use.

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At 2.30, 5.10, 7.15 & 9.20.



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From the
best selling
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Knockout!

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Old Man Gloom takes the count
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